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AUDI RS6 AVANT: IT'S A 412KW KENNEL

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NOVEMBER 2015

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# Top Gear

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**CARS**  
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Italian mountains

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# WELCOME



If you've been too busy scouting around for "Motorsport" or "Limited Edition" stickers for your 400 000km 1985 Citi Golf instead of being aware of the biggest scandal in VW's history, here's a quick when, how and why.

In September this year, the company was found to have fitted a device to their EA 189 (a number that they'd prefer to banish from memory) four-cylinder diesel engines manufactured between 2009 and 2015 intended to purposely bypass US emission tests, reputed to be the strictest in the world.

Talks with engine-management supplier Bosch about creating the software started as far back as 2005; Bosch were given the impression that it would be used strictly for VW's own internal testing.

The endgame was about cost-saving: VW's full compliance with the Clean Air Act would add about \$335 to the price of each vehicle, at a time when VW's sole goal in the US was to kill the Toyota's hybrid Prius with their "clean diesels", while the Prius was fast turning into a runaway success.

At the time of writing, VW faces a potential 482 000-car recall in America alone (11 million cars have been affected worldwide, though none in SA as our compliance standard is the less stringent Euro 2, as opposed to Euro 5 demanded overseas), and under the Act, a possible fine of up to \$37 500 per vehicle, or nearly \$18 billion. But they will survive; though besides killing diesel for all car manufacturers in America, the cost to the VW Group will be felt not so much in financial terms, but in lost trust – the world over.

Now, it's way too easy to wander onto the path of self-righteousness and get all moral-high-horse about what's happened. So we won't; because there's something far more sinister at stake. And it has nothing to do with money, and everything to do with stupidity. You see, Volkswagen did this because their hand was forced. And it was forced by the morons who put pressure on government, and support idiot initiatives such as Earth Hour

and – God forbid – Car-Free Day.

Here's the problem. The world cannot be run by social pressure, or indeed by social media. It cannot be run by people who eat lentils. It cannot be run by people who chain themselves to jellyfish. And it most certainly cannot be run by people who think that riding bicycles and recycling are solutions to the world's problems.

The automotive industry is one of the cornerstones of the global economy. And it thrives on competition. The desire to compete is an innate human trait; the desire to win is an evolution of this notion. Car manufacturers have been claiming unattainable performance and consumption figures for years in attempting to outdo their rivals; only now has someone been caught out.

Depending on region, the car industry contributes anything between 3 and 7 per cent of a country's GDP where manufacturing is involved. In the US, this translates to 7 million private-sector jobs, and – leaving manufacturing aside – involves upstream or downstream work in metals, plastics, finance, fuels, distribution, warehousing and legal services. Is saving the ozone really a priority when there's a worldwide unemployment crisis, which if left unaddressed will turn into a bigger humanitarian one?

And have you ever considered what sort of place the world would be without cars? And isn't it a bit rich to question the integrity of an industry whose products we take for granted will supply us with mobility solutions from Monday to Friday, and provide rare life-affirming moments over weekends?

So in this month's special issue, we celebrate some outstanding examples of society's greatest degenerate. That reprobate, the unforgiven of the modern era, that earth-destroying antichrist: the car.

Now, go and drive yours – especially if it's a Citi Golf – and feel better about doing the wrong thing. About life. And about yourself. It's good to be bad.

*Braam*

BRAAM PEENS EDITOR





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#NissanElectric

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## FROM TOPGEAR.COM



### An attempt by VW's British luxury division to usurp Range Rover as the nouveau riche SUV brand of choice.

Going to be great off-road, with those 22-inch rims and low-profile tyres. If you want to go off-road, buy a Defender.

Paul Roberts

A super-expensive new Audi Q7; but that's not a complaint at all, just because VAG.

Mthuthuzeli Mpiti

The side profile reminds of the Q7 and Cayenne. The interior certainly looks the part.

Gillian Machidi



### Celebrating its millionth Hilux sale, Toyota commissions this one-off, 335kW, road-legal Hilux. We can't help but approve

A brilliant idea for Toyota. Now, will Ford counter with a similar V8 Ranger if they hit a sales record?

Mfana Yeleni

One was following me for a while on the fast lane of the R21 from Pretoria. Wondered how a bakkie could be so fast, until I saw the V8 badging.

Moitheri Khupane

### Do those 15 additional kilowatts make a big enough difference?

When will it end? 400kW hot hatches that cost more than the moon?

Thapelo Sebapu

Those extra digits matter, of course they do. A hot hatch to embarrass super-saloons.

Mfana Yeleni

Never mind the extra power! This facelift makes it simply the most beautiful hot hatch ever!

Derick Lubbe



## TWEETS & STUFF

### WHITLEY AND SAYER

The name of Jaguar's new custom XJ driving shoes. R6500: a lot of money to not heel-and-toe.



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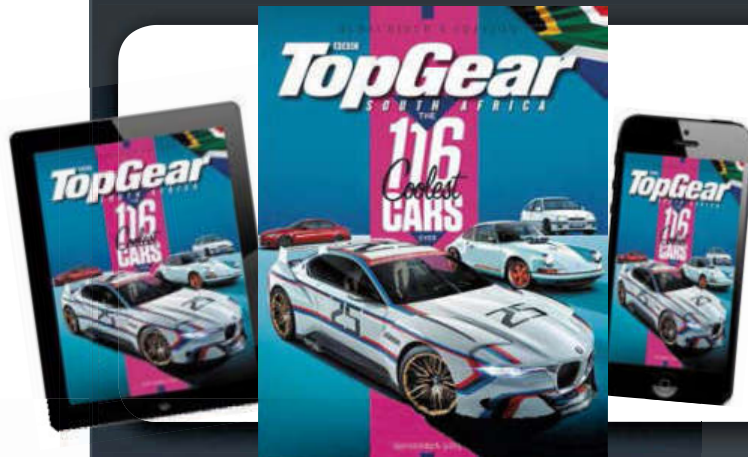


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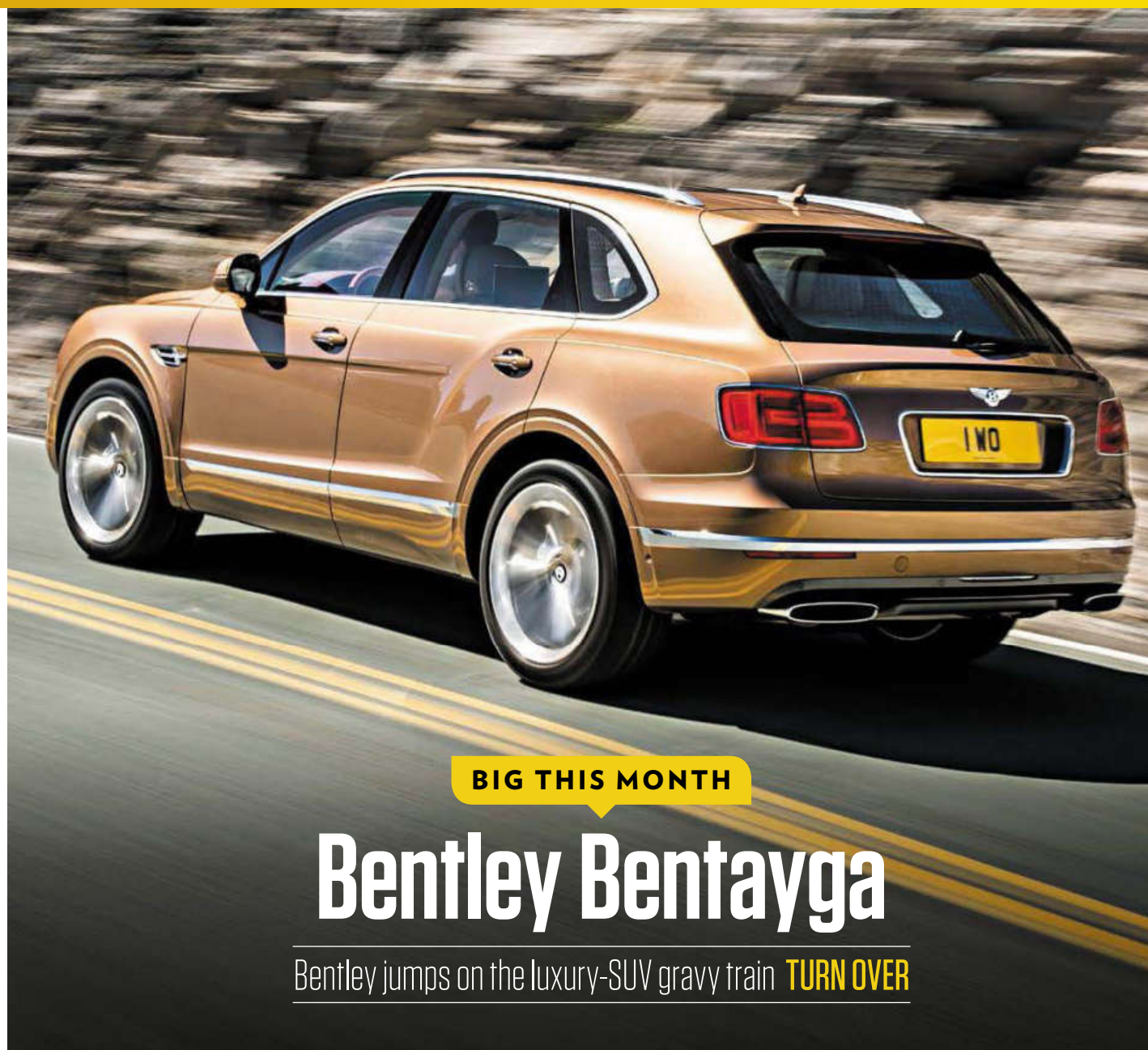
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# NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



**BIG THIS MONTH**

## Bentley Bentayga

Bentley jumps on the luxury-SUV gravy train **TURN OVER**

**P**repare to choose a side. The Bentayga – Bentley's first attempt at a luxury SUV – has arrived, and while it's not nearly as retina-searing as the 2012 EXP 9 F Concept that heralded its arrival, the styling will divide opinion like nothing since Juju's parliamentary debut. Still, "impactful" styling hasn't hurt the rest of Bentley's line-up, has it?

It might be raised and toughened to fit the SUV mould, but none of Bentley's signature attention to detail has been lost along the way. The twin headlights are surrounded by 'floating' LED rings, the tail lights illuminate in the shape of Bentley's flying B and those optional 22in five-spokers are the largest Bentley has ever produced. Aluminium pan-

els are pressed and superformed at 500°C to achieve impossibly sharp creases, while the All-Terrain option adds underbody cladding and the Styling Pack glues on a carbon-fibre front splitter, sills and diffuser with, at best, rather questionable aero benefits.

Luckily, the cabin is where owners' eyes will spend most of the time, and they won't be disappointed. The swoopy dashboard is designed to mimic the flying B and every visible surface is heavily swathed in hand-stitched leather, veneer and brushed or knurled aluminium. Buyers can choose from 90 paint colours, 15 leather combos and seven different types of wood, plus two rear-seat configurations. Rich and OCD? We pity you.

Eventually, seven seats will be offered,

but for the moment a four-seat layout is the pinnacle of indulgence with two massaging 18-way-adjustable rear pews. Between them is a centre console with cupholders, storage and USB sockets. Go for the five-seat version, and the conventional three-seat rear bench folds down to expand the luggage space. At 590 litres, the boot is a full 50 litres larger than in the Range Rover, and pushing a button lowers the air suspension to make loading it that little bit easier. A fold-out event seat can also be ordered, turning the bootlip into a quilted-leather love seat – ideal for watching the polo or falconing.

Accessed through the Bentley Drive Dynamics Mode rotary controller, there are four on-road driving modes to play with – Sport,

# Divide & conquer

This is the Bentley Bentayga. Love it or hate it, Crewe needs it to take a whopping slice of the Range Rover pie



## BENTAYGA FACTFILE

10 THINGS YOU NEVER KNEW ABOUT BENTLEY'S SUV



It can traverse slopes of 35° without exploding



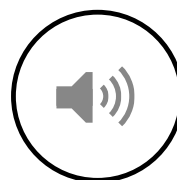
It's covered 1 600 000 kilometres in testing around the world



It's done 400 test laps of the Nürburgring



It's been tested from -30°C to 50°C. Will survive the apocalypse



Stereo pumps out 1950 watts. Bentley doesn't make earplugs



Comfort, Bentley and Custom – each tweaking the ride height, damping, roll control, traction control and powertrain responses. Off-Road specification adds four more off-road modes – Snow & Grass, Dirt & Gravel, Mud & Trail and Sand Dunes, accompanied by relevant graphics on the digital screen between the instrument dials. Fair to say, Bentley hasn't shied away from building a car with genuine off-road ability. A wading depth of 500mm and maximum ground clearance of 245mm won't trouble a Range Rover, but should be plenty to tackle most terrain.

The really impressive part though is the Bentley Dynamic Ride system – the first electric active roll control system on any SUV. Unlike normal anti-roll bars that trade

comfort for cornering stiffness, it can adjust for individual wheel inputs, so the Bentayga's super-brain knows whether you're cornering hard and stiffens everything up, or if a single wheel has hit a pothole, so allows maximum articulation at that particular corner.

Even with all the computing power in the world, don't expect the Bentayga to outmanoeuvre, say, a Porsche Cayenne. Why? Because at 2422kg the W12 model is 362kg heavier than the new Audi Q7 3.0 TDI, despite sitting on the same steel and aluminium MLB architecture. It employs the same electromechanical steering system as the Q7, with a ratio that varies depending on your speed – so it'll be light and twirly at city speeds, but slower and more secure when you

put your Gucci-slipped foot down.

Although diesel and plug-in hybrid Bentaygas will follow, the only version available to begin with is the full-fat W12 – featuring a major overhaul of the familiar 6.0-litre, 12-cylinder unit working alongside an 8spd auto. The headline figures are 447kW at 6000rpm and 900Nm of torque from as little as 1250rpm (enough to negate the need for a low-range gearbox, says Bentley), 0-100kph takes 4.1secs and its top speed is 301kph. Official figures of 12.8l/100km and 292g/km, surprisingly acceptable for such a beast, are courtesy of stop/start and a shutdown system that kills half the cylinders if you're in gears three to eight, below 3000rpm and only asking for 300Nm of torque or less.



Each cabin needs 15 cowhides for a full trim. Moo. Aarggh



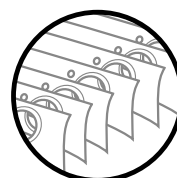
Interior trim has only 0.3mm tolerance. Much like us



Tourbillon by Breitling clock is wound by the car's movement



A three-piece hamper set is among the options. This is not it



It takes 14 hours to craft the woodset for each car. Polishy



On top of the eight-inch infotainment screen up front, rear passengers get a pair of removable 10.2in tablets plus a 3.5in touchscreen remote to control the climate settings in the rear and change the music when the driver's not looking. Three stereo options begin with a 10-speaker system and end with a 20-speaker 1,950W Naim concert hall on wheels.

There's technology beneath the skin that could well save your life too, or at least make it easier. As standard you get auto-dipping headlights and systems that bleep if something is in your blind spot. Order the City specification, and things get bleepier with pedestrian recognition and a nanny to warn of any danger when reversing out of a space, plus 360° cameras

to guide you through width restrictors and an auto parking function.

Stretch to Touring spec, and the magic really unfolds. Adaptive cruise control can drive for you in slow-moving traffic, and uses navigation data to slow you down for corners, cameras or towns up ahead. A head-up display and night vision will make you feel like a pampered fighter-jet pilot, while intervening auto braking and auto-steering functions are designed to keep you in your lane and away from the bumper of the car in front.

When asked about the Bentayga, due to the finicky exchange rate Bentley SA couldn't give us a final price, but did admit to taking R500 000 deposits.

It costs R3.4m in Europe.



Twist the knob for snow, stonechips and agave nectar



**“Luckily, the cabin is where owners’ eyes will spend most of the time, and they won’t be disappointed”**

## SO WHAT'S THE BENTAYGA LIKE TO DRIVE, THEN?

As first drives go, this one comes laced with added pressure. Not only am I driving the development car that has safely negotiated a million miles of testing in places as far-flung as New Zealand and Dubai, but my co-pilot is Bentley CEO Wolfgang Dürheimer.

The first sensation as you climb aboard is familiarity. The interior, driving position and major tactile interfaces are all unmistakably Bentley. Swathed in 15 cows and built with millimetric handcrafted accuracy, the interior exudes the usual peerless Bentley quality.

“We treated the interior in a way that has never before been delivered in an SUV,” Dürheimer explained. “This interior is a coming home for the Mulsanne customer.”

By and large, the Bentayga handles like a jacked-up Mulsanne, which is to be expected. A huge amount of effort has gone into minimising the body roll, and although the active roll control software is yet to be signed off, it's already a thing of wonder, allowing five per cent lean before holding it there.

Its ability to tackle corners combined with the titanic power delivery of the heavily revised W12 and the opulent interior already puts it high on the list of ultimate cross-continental missiles. Then we turn off

the tarmac and onto the dirt – well out of a Bentley's traditional comfort zone.

But the Bentayga remains unfazed as we pile across a deeply rutted farm track, up a steep incline and head onto a large open field of wild grassland – a surface described by seasoned off-roaders as “green ice”.

Dürheimer points out it's the perfect surface for a quick drift. However, my initial sideways stabs don't deliver the results he wants – the traction control keeps cutting in. I let the boss take over but, despite his best Scandi flick, the electronic nannies still interfere. I suggest there needs to be a real everything-off button, and he agrees. So if you ever manage to hang the Bentayga's tail out, TG helped to make it possible. It's a pleasure.







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**1 Turbo isn't the only turbo 911. Got it?**  
Confusing, we know, but the Carrera and Carrera S models both now use a twin-turbo 3.0-litre flat-six – the start of a new family of blown boxer engines. Max outputs are 272kW and 309kW respectively, arriving at 6,500rpm, with a 7,500rpm red line. A PDK-equipped S can now cover 0–100kph in 3.9secs, is 10 per cent more efficient and produces peak torque at a lowly 1,500rpm. It's a 911, Jim, but not as we know it.



**2 It's a ringmeister**  
Porsche claims that, model-for-model, it's now six seconds faster per lap around the Nürburgring than the pre-facelift model, despite weighing around 30kg more. Bigger brakes, wider tyres and optional four-wheel steering (on the S model only) are all to blame for this information. Good luck finding out if it's true.

# 4 THINGS YOU NEED TO KNOW ABOUT THE NEW 911



Entry-level 911 gets turbo power. Is this the end for Porsche's masterpiece?

**3 Interior changes are radical! Not really**  
Well, what did you expect from a company that hasn't changed the 911's shape for over 50 years? There is, however, a larger, flusher-fitting central touchscreen that's crisper in resolution and faster to respond. Driving modes can also be selected via a 918 Spyder-aping satellite button on the steering wheel – far more sensible than jabbing at the screen with your finger mid-corner. Individual mode lets you tailor the various responses, so there's no excuse for not being fast.



**4 In a new 911, air is your friend**  
Not only are there three litres of fiery pistons in the 911's rump to cool down, there's now an intercooler system for the turbos too. Louvres in the engine cover channel fresh air into the engine bay before spitting it out through vents in the rear bumper. Active aero flaps in the front intakes are speed-dependent, while wide-set quad exhausts denote the S model. Order the sports exhaust (which you must), and you get two circular central pipes instead.



Fire-spitting exhaust likely to be popular option





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**Das Auto.**

# An AMG GT for half the price?

Mercedes-AMG's C63 Coupé has performance to put its R2.2m supercar to shame. Well, nearly

**T**he new Mercedes-AMG C63 Coupé has two doors, a 4.0-litre twin-turbo V8 sending 375kW and 700Nm of torque to the rear wheels and covers 0-100kph in under four seconds. We suspect the loss of two doors won't make it too much dearer than C63 sedan. If historic price positioning between two- and four-door C63s are a guide, ignore M4 rival of sorts. This is more like a near half-price AMG GT.

The neatly tapered new bodywork doesn't have quite the drama of the lower and wider GT, but it's hardly apologetic. Wheelarches flared by 64mm at the front and 66mm at the rear accommodate a wider track and fatter tyres (up to 285 section on the rear)



4.0-litre V8, four exhausts, and four terrified occupants



## BMW: YOU HAVE A SMALL PROBLEM.

In life, timing is often everything. Alfa Romeo's awfully ambitious Giulia QV has perhaps come just in time to enable the brand's lifeline goal of selling 400 000 cars by 2018. Despite an absence of any repeatable standardisation regarding weather, tyres and exact timing parameters, Alfa's 375kW four-door lapped Germany's hallowed Nürburgring Nordschleife in 7m39s. That's a second faster than Lamborghini's Murciélago, and – crucially – 13 seconds ahead of BMW's M4. There will be no happiness in Munich about that, as even the most biased Italian stopwatch operator isn't going to 'accidentally' time an advantage that big.



with 18-inch wheels as standard on the 350kW entry-level model, or 19s on the full-fat S. Two powerdomes in the aluminium bonnet and subtle front and boot-lip spoilers differentiate it from the C220d version style-conscious middle managers will undoubtedly be flocking to buy.

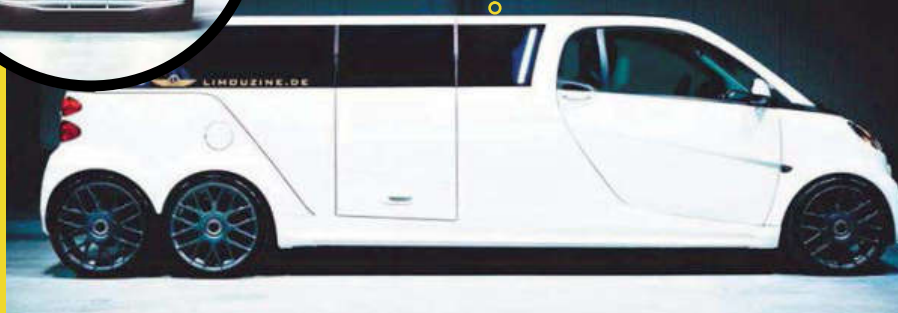
The V8 is wet-sumped, so sits a fraction higher and further from the tarmac than its dry-sumped relation in the AMG GT, but the similarities in spec are otherwise startling. The C63 S Coupé takes a mere 3.9 seconds to dispatch 0-100kph – that's 0.1 seconds faster than the saloon (thanks to wider tyres and shorter gear ratios for the seven-speed twin-clutch gearbox), and just 0.1 seconds slower than the AMG GT S. At 1725kg, the C63 S Coupé is only 80kg heavier than the GT, a discrepancy easily accounted for by boot-

ing your passenger out onto the road.

Inside, you can choose between the standard sports seats trimmed in Merc's Artico faux leather, or upgrade to the lower-set and more deeply sculpted Performance seats pictured below. Elsewhere it's littered with AMG-specific controls, such as a button for activating the (optional) Performance exhaust, one for tweaking the adaptive dampers, and another for controlling how quickly you want the transmission to react. On the standard version you get a mechanical limited-slip differential to deal out power to the rear tyres, while on the S the diff is electronically controlled. Mercedes says that allows it to be "more sensitive", with "faster control", and to work in "perfect unison" with the three-stage ESP. To us that means the C63 Coupé is born to go sideways. Result.

**"The C63 S Coupé takes a mere 3.9 seconds to dispatch 0-100kph"**

Emotionally  
needy Performance  
seats hug driver



## MERC'S LAND YACHT DROPS ANCHOR

S-CLASS CABRIOLET IS OVER FIVE METRES OF OPEN-TOP OPULENCE

Want something larger and more suntan-friendly than the C63 Coupé, but equally fast? This is the new Mercedes S-Class cabriolet – the sixth and final member of the current S-Class family, and the first four-seater convertible from Merc since the W111 bowed out in 1971. The three-layer acoustic soft-top roof folds away in 20 seconds and up to speeds of 60kph, while Airscarf and Aircap systems ensure the cabin is warm, but not too windy, even with the roof open. Useful, considering the 430kW S63 4MATIC Cabriolet can bully its way from 0-100kph in 3.9 seconds.



## SIX-WHEEL SMART

If you desire the status of a Daimler limousine but suffer budgetary realities, then this: the MadeForSix, from German tuner Limouzine (who else?). At 5.5 metres it's nearly twice the length of a factory Smart and a foot longer than Merc's S-Class. Rolling six ridiculous – for a Smart – 18-inch wheels, the MadeForSix also seats half a dozen, and has gullwing-style doors. Limouzine is coy about what's powering its MadeForSix, alluding only to a 90kW output. Can't be something that big though, as Smart engine bays don't really do more than three cylinders. Adds much irony to any Matric dance.



# Good. Trustworthy. Sportscar.

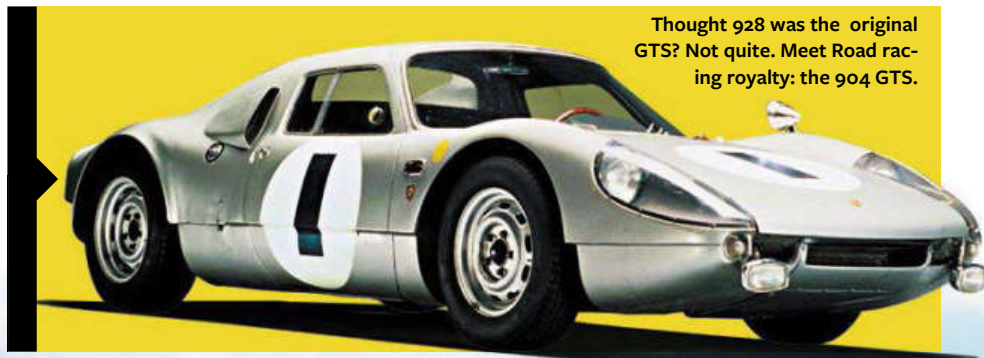
Tired of traffic-light traders hanging their wares on your GT3's rear wing?  
We have an other three-letter solution.

**C**ount them; we did. Forty-nine derivatives! Shopping for a Porsche has become more OCD-baiting than selecting who to unfollow on social media. What is real? Is it S? GT with a numeral affixed? Something 4? Or a hybrid?

Perhaps GTS. Yes, GTS. Don't let your Golf2 and 3 GTS experiences conspire against the thinking driver's line of Porsches: a GTS could well be all the authentic prancing-horse-badged automobile you need.

Available in nine derivatives bar the Macan (for now) and the 918 (obviously), the GTS badging removes the error-of-judgement-laden guesswork from online configuring. Air-cooled-literate Porscheophiles often remark snidely about 'recent' brand converts having chosen all the wrong wheel and trim options without Sport Chrono, a noisier exhaust or even a power gain. Don't worry, Porsche has taken all the right decisions on your behalf.

Boxster. Cayman. 911. Panamera. Cayenne. From 3.4-litre flat sixes to 4.8-litre bent 8s, GTS Porsches all feature the hyperactive Sport



Thought 928 was the original GTS? Not quite. Meet Road racing royalty: the 904 GTS.

Chrono throttle mapping; hide larger brake rotors behind their alloys; ride 20mm lower when required, courtesy of Porsche's active suspension management; and – crucially – have more power than any sibling S models. Those gains across the range aggregate to just below 5%; and if you calculate what it would cost to extract that much power aftermarket, and then add the associated trick dynamic drive-enhancing bits you get for free, well... GTSs start making a lot of sense.

Even more so when driven. Typically Porsche, these GTSs charm the boredom out of commuting; and when traffic thins the entertainment value per unit of power applied to metres travelled is incomparable.

The GTS nameplate has an esteemed lineage linking all the way back to the 904. And having featured on the seminal V8-powered Porsche – 928 – it's a badge with real cachet. Which is rare, in a world where German automotive nomenclature has gone mad.

**“GTSs make a lot of sense. Even more so when driven.”**





# apollo



GO THE ————— DISTANCE



## THE KNOWLEDGE

THIS MONTH'S  
IMPORTANT NEWS,  
IN BITE-SIZED MORSELS



### 1 Kia Sportage is the ultimate all-rounder

Kia says its fourth-gen Sportage is, erm, sportier than ever. We're not so sure. It swaps its predecessor's creases and angles for a more rounded look with a wider 'tiger-nose' grille. Let's hope it's sharper to drive than it looks.



### 2 Audi will build an electric SUV

Audi is serious about building an electric SUV. You'll be able to buy one in 2018, and this sketch is our first peek at the concept. It's basically an R8 e-tron on stilts, sent to destroy the Tesla Model X.



### 3 Honda's Veyron

Honda's Project 2&4 concept car is powered by 158kW worth of MotoGP V4 – and at only 405kg, has Veyron-matching power-to-weight stats. The wind deflector doubles as a head-up display; and additional seat runners are available too, to scare your mates stupid.



### 4 Lamborghini's roofless ambition

The Aventador SV Roadster gets the same 552kW 6.5-litre V12 as the coupé, but weighs 50kg more, so the 0-100kph time drops by 0.1 second to 2.9 seconds. The top speed is an identical "349kph-plus". The price? R7.5m, and only 500 will be made.

# A million. And one

Toyota builds a solitary unit – to celebrate the sale of its one million forebears

If at first you succeed, then you keep on succeeding. Now, this phrase may not quite have the catchy Confucian élan of "Man who runs in front of car gets tired; man who runs behind car gets exhausted", but you get the drift.

And continuous success has certainly been the Toyota Hilux drift for the last seven generations, sold over 46 (46!) years. Earlier this year, the company's record books were shredded when a single-cab 3.0 D-4D Legend 45, sold on 31 July, became South Africa's one-millionth Hilux.

Wanting to celebrate this meteoric milestone, Toyota's marketing department posted a request to the company's motorsport division to do "something special". In just under a month, the Toyota Racing Experience Hilux (cheesily and presumably intentionally christened T-REX) was conceived and constructed, by the team usually tasked with building SA Off-Road and Dakar Hiluxes.

And it was Max My Ride time, as they said *sayonara* to the trusty three-litre turbodiesel, and *howzit* to the naturally aspirated five-litre V8 from the Lexus IS-F. They also upped the power to 336kW and 600Nm, and fitted an aftermarket engine

management and fuel management system, inlet manifold, wiring harness, and ultra-cool LCD race instrumentation. Unsurprisingly, it's the most powerful Hilux ever. And thanks to its full tubular exhaust, also the loudest. Lumina SS owners, you have been usurped.

In addition, the suspension was upgraded and lowered by 50mm (you won't find any boxes on the back of this one), while the Hilux's standard transmission and differentials have been retained, albeit fitted with ratios more appropriate to the V8's outputs.

Want it? If you're into annoying Toyota's PR department, then continue to ask whether the hand-built and (barely) street-legal T-REX will be manufactured on a small scale and sold in extremely limited quantities.

The official line – for now – is that it's a one-off only. Which, for a company that has sold in excess of one million Hiluxes, is more than just a little bit ironic.

The good news is that Toyota will unleash the T-REX on select members of the local motoring press, and *TopGear* has been chosen as one of the fortunate few. By the time you read this, we'll have taken the leap of faith and tried to tame the beast, if at all possible. Wish us luck.



336kW says DHL's Nissan  
NP200 doesn't stand a chance  
in the delivery bakkie grand prix



STORIES FROM OUR WEIRD WORLD, WITH ADDED BITS FROM THE TELLY BOYS

# PLANET

TOPGEAR



**“Whatever you do,  
don’t call it a tank”**

---

WE HAVE A GO IN THE WORLD’S FASTEST, ER, TANK **TURN OVER**

---





WORDS: DAN READ / PICTURES: SIMON THOMPSON

# ***THE WORLD'S*** **FASTEST TANK** ❄️

WE LIKE ALL THINGS EXTREME AT  
TG. BUT WE NEVER THOUGHT WE'D  
TRY OUT RADICAL WAR MACHINES...



Y

ou might expect us to start with the laser-guided robogun, which seeks and destroys distant targets all by itself. Or with the camouflaged sideskirts that can be covered with

morphing heat cells that, when viewed by radar, make the whole thing resemble a cow. But nope. Instead, and because this is actually a sensible road test, we should start with the single most important thing about this R62 million Swedish hunter-killer: the ride quality.

It's called the CV90 Armadillo, and it's the first tracked vehicle ever to be fitted with active suspension. This means it can soak up lumps and bumps unlike any other tank, which in turn means it can travel 40 per cent faster over rough ground. Like a road car with adaptive dampers, the Armadillo continuously stiffens or slackens its suspension to better cope with the landscape, so instead of bouncing along it stays flatter and more level. And if you've ever tried firing a gun from a fast-moving tank, you'll know why this is a mighty good thing indeed.

Made by BAE Systems in Sweden, in the same factory once used to make Alvis cars, the Armadillo is the newest addition to the CV90 range. But whatever you do, don't call it a tank. It is, I'm told, an infantry fighting vehicle. It's designed to move fast, lurk in forests, fight airborne enemies and protect those inside from bomb blasts that shorten your legs and send you into cardiac arrest before you even realise they've exploded. "Imagine 100 tonnes of TNT going off 10 centimetres under your arse," says my ex-army instructor, who chose not to be identified here. "You're looking at a force of 100 000g to 300 000g, which can be slightly... uncomfortable."

Whether officially a tank or not, it has tracks on each side, there's a gun on the top, it weighs 30 tonnes and the armour is as thick as a dry-stone wall. So it looks quite tank-ish to me. And although it hasn't yet been delivered to the first paying customers, they're going to let me drive it.

To enter the cockpit, you must first climb up a metre-high ladder onto the bonnet, before lowering yourself down through a manhole cover. Your legs dangle through the hatch until your bum drops into the canvas driver's seat, which is suspended like a baby bouncer (it's designed

like this to put plenty of fresh air between your backside and any incendiaries). And it's here, in my tanky hammock, where I survey the CV90's controls for the first time.

I was expecting a primitive series of pulleys and levers, but apparently tank tech has moved on a touch since WWII, so anyone capable of driving a car has a chance of operating one. There's a pedal for the brakes and another for the throttle. The steering wheel is shaped like a square-bottomed 'U', with triggers on the top to work the windscreen wipers (I was hoping for missiles, but never mind). It has a 16.0-litre V8 diesel borrowed from a Scania truck, which produces 604kW and is positioned about a ruler's length to the right of my head.

The rest of the instruments are a mixture of aviation-style dials and more familiar buttons with icons for the heaters and aircon. It's a snug fit, not unlike the cockpit of a fighter jet, though today they've left the hatch open to help me see where I'm going. Thankfully, I won't be alone, because the first thing you must know about driving a tank, is that you're not really driving a tank. Sure, you press the pedals and turn the wheel and set 30 tonnes of heavy metal in motion, but the commander calls the shots. Sometimes literally.

Hold a button down, and the engine churns over (for the purposes of this road test, I should point out there's a touch of clatter, but we've experienced worse). Prod the throttle, and the revs shoot up remarkably quickly for a giant turbodiesel; but with a 2500rpm red line, it's hardly frantic. Slide the gearlever into D, and the revs rise slightly before we creep away – as easy as that. This one's fitted with rubber tracks, so instead of sounding like a clanking monster it actually moves along quite smoothly – the chuggy engine makes more noise than the tracks. I even sway gently in my seat. War is easy.

The steering wheel has knobbly grips and the nodules press against my skin. Unlike a traditional steering column linked to a set of front wheels, which change their angle to correspond with your inputs, a tank steers via the transmission. In other words, if you move the wheel to the left, it reduces power to the left tracks and increases power to the opposing set. With one side moving faster than the other, it naturally turns towards the slower side. So, as I turn the wheel, the whole thing jinks to one side or the other. In neutral,



**"I was expecting a set of primitive pulleys and levers"**



**PROVIDED YOU  
DRIVE IT OFF-ROAD  
- BUT WHERE ELSE  
WOULD YOU DRIVE  
A TANK...**





Commander's hatch on top; driver's one down below



Armadillo can happily tackle 30-degree inclines

## PLANET / DRIVING A TANK



Rubber tracks reduce clankiness and noise



and at full lock, it cuts power completely to one side and sends it all to the other, so you can do pirouettes on the spot. Tank donuts: probably the most fun you can have in a fighty war machine.

And so to the suspension. Deep in its guts, the Armadillo has many gyros and accelerometers and yaw sensors, all feeding into a 'skyhook algorithm' so it can work out how much it's pitching around. For example, if it feels its nose clatter a bump, it quickly tells the rear end, which braces itself for the impact. How? Look inside the tracks – there are seven wheels on each side. Each is attached to the chassis by a swing arm, like the back end of a motorcycle. In a passive system, the arm would do its own thing, but here it can be slackened to 'swallow'

a bump, then locked off to stop the tank from rebounding. Stops it from diving forwards on the brakes, too. Motion sickness not on menu.

It works freakishly well. My eyes and ears tell me I'm barrelling over jumps at 80kph, but my body stays on roughly the same plane across the obstacles. If I were operating a machine gun from one of the fighting hatches I would almost certainly miss the target, but by less than if I were being carried on ordinary suspension. In fact, I might not even need to pull a trigger – the options list includes remote weapons and anti-aircraft systems designed to shoot helicopters out of the sky, while the surprised pilot wonders how the hell that cow just fired a rocket. And that's not a bad party trick, for a tank that isn't really even a tank.



## BEHOLD THE SUPERTANK!

TYPICAL. ISN'T IT? YOU WAIT AGES FOR A TANK WITH FANCY ADJUSTABLE SUSPENSION, THEN TWO COME ALONG AT ONCE

**THIS ONE IS CALLED THE RIPSAP EV-2,** and – like the Armadillo – it has active suspension to help it ride over almost anything stupid enough to get in its way. It also does massive skids on ice.

Howe & Howe Technologies is the barmy company behind it, and it's no stranger to making armoured cars and military-grade vehicles for just about anything, or anyone... including paranoid arctic villains seeking a quick getaway over a frozen pond.

Previously, the company – based in America – has cooked up armoured fire engines that can scale the side of an erupting volcano, then put it out; robotic micro tanks for SWAT teams; and even weaponised tracked wheelchairs for quadriplegic ex-wrestlers who like deer hunting.

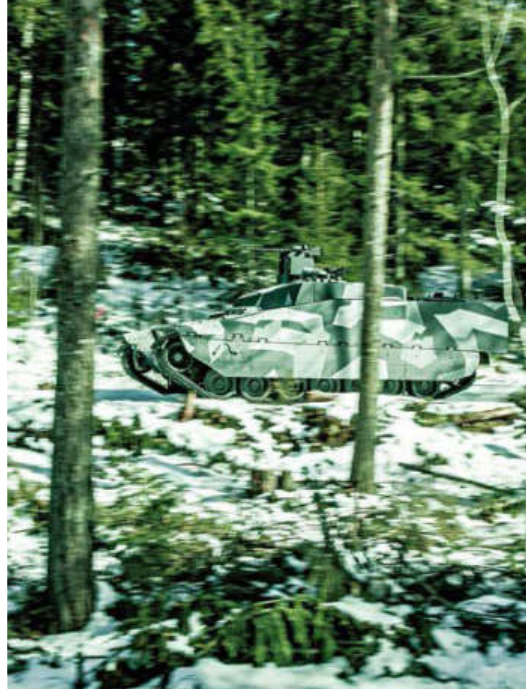
Unlike the Armadillo, which has an electro-hydraulic damping system, the Ripsaw's suspension is pneumatic. It weighs far less than a proper tank, so it might not protect you from the worst sort of IEDs, but it does have the benefit of a mid-mounted, supercharged V8 petrol engine making 485kW. So it shifts.

It also jumps, ploughs and drifts. When Doomsday comes, you'll want one in your garage.





Weapons can be operated from this seat. Nobody move



We had a great time cocking around in the Armadillo, but let's not forget that this is a serious vehicle designed to save more lives than it takes. And while it might have much fancy tech, there's no AA behind enemy lines. "It's a war machine," says Dan Lindell, the CV90's platform manager. "So it has to work, even if it breaks down."



The view from the top. Beware moose



Seek and destroy: gun can shoot down choppers





# Chris Evans

THE NEW FACE, BRAINS AND ENERGY OF TOPGEAR TV HAS ARRIVED IN THE OFFICE. AND HE'S BROUGHT PIZZA. MMMM... PIZZA

M

y name is Chris, and I confess to having a car problem.

What is it with us? Cars physically excite me. Not in the way that bloke got excited (the bloke who was arrested for making love to a Land Rover Discovery in Holywell in 2013), but they do make visceral things happen within my very

being. What's that about? It must be addiction. The only explanation.

Now, back to the business of TG, and the fact that I've been given the job of hosting the biggest and best car show the world's ever seen. This means I might actually spontaneously combust at any moment from now until 2018. Which, as long as it's caught on film, I don't really mind... "He died of cars." "What, you mean he was run over?" "No." "So was he in a terrible accident?" "No." "So, what then?" "He just died because cars made him vibrate too much and he simply fell apart in front of us."

We had our first full-on *TopGear* production meeting the other day. This basically consisted of me booking the upstairs room in a pub round the corner from where I live – £15 an hour, jugs of water and coffee to start... until we ran out of creative gumption (about four hours in) and then went straight downstairs to the bar. "Friendly booze and sensible pizza please," I requested.

The first pub challenge was remembering everyone's names: Charlie, Wookie, Tom, Luke, Nick, Scott, Myles, Paul, Dan, Katherine, Sarah, Aurora, Katie, Jim, Alex (Boss), Lisa (Bigger Boss), another Katie (Even Bigger Boss) – for the record. A fine bunch of enthusiastic bananas from all walks of telly and cardom.

"Pizzas now, and maybe we'll have a curry or Chinese later," I suggested far too enthusiastically to my newly assembled motley crew.

There was no curry and Chinese later. It was a good job therefore that we shared many, many pizzas instead – the most popular of which by far was chorizo and anchovy – in between imbibing all manner of beverages from rosé to red to white wine, Guinness and even the odd old-man's G&T.

After an energetic bout of social intercourse and get-to-know-everyone chair-swapping, we embarked upon a cultural expedition (pub crawl) of Camden in north London. We began at The Good Mixer, Amy Winehouse's fave drinking hole. Paid for it all out of pocket. None of it was on expenses. Scout's honour. Not even the seven rather glorious bags of pork scratchings.

After Amy's place we ventured over to Regent's Canal, past the world-famous Camden Market, and into a bar I used to go to years ago. All I can remember about it is that I think Sara Cox's ex-beau used to own it and it serves square pies. And I can't quite recall how, but I also remember us bumping into Jack Savoretti's manager at one point in a beer garden. We had a pretty heavy conversation about running and how we both felt 20 years younger as a result of regularly putting one foot in front of the other a little bit quicker than when we're walking.

Shortly after, I have vague memories of buying a round of tequila for everyone in our final stop, approximately 100 people. "In the name of live music," I wailed apparently, sometime just prior to going home. Via the chippie, of course...

I think this is what's referred to as breaking the ice. It was also pretty much breaking my head when the alarm went off the next morning at 4.30am to get up to do my radio show. The sofa saw a lot of my old bag of bones for the rest of the day thereafter.

But the point is: this is it. We are now ready to roll. A new running order for *The New TopGear* has been conceived and pasted to the office wall. We are now champing at the bit, wheelspinning on the line and generally getting far too hysterical for our own good.

Which is exactly as it should be.

Some things will stay; some things will go. But everyone involved has sworn a solemn oath of allegiance on the signed picture of Jim Clark I have in my garage. The words of which were, "I promise to uphold the values, credibility and insanity of the show that over the past four decades has put the car in Carmageddon, the pist in piston engine and the OMG in GTB."

We are so up for this. I cannot tell you.

But hopefully I have.

A bit.





**“Cars make visceral  
things happen within my  
very being”**



MY OTHER CAR IS A...

# TRIUMPH ROCKET

POSSIBLY THE FASTEST BIKE IN THE WORLD...

## TG TOP FACT

Triumph held the title of "World's Fastest Motorcycle" from 1955 to 1970 apart from a short 33-day period, with streamliners such as Devil's Arrow, Texas Cee-gar and Gyronaut X-1



Successful attempt needs Bonneville to dry out a bit...

### It looks like a bobsled

Underneath that sleek cigar bodywork, it's actually a motorbike. It has a wheel at each end and handlebars at the front. The rider somehow scrunches himself into the cockpit.

### What's it for?

Previously known as the Castrol Rocket, it's been updated and rebranded and now it's shooting for the overall motorcycle land-speed record, having abandoned previous attempts.

### How come?

The Bonneville Salt Flats have been too wet and puddled in recent years; and it looks like they might be soggy again for the latest attempt, scheduled for later this year.

### It must have some guts

It's powered by two turbocharged, 1485cc three-cylinder engines from the beefy Triumph Rocket III road bike, generating something north of 745kW. So, yeah.

### What's its top whack?

Hopefully more than 605.69kph, if it's to beat the current record, set by US rider Rocky Robinson in 2010 aboard 'Ack Attack' – another twin-engine, turbocharged streamliner.

### Who's riding it?

Who else but Guy Martin? "Breaking the world land-speed record isn't normally the sort of thing you get offered in your tea break, is it?" he says. "I'm well up for it."

## SPEC SHEET



### ENGINE

2x 1485cc 3cyl, turbocharged (2970cc total)

### CHASSIS

Carbon Kevlar monocoque

### FUEL

Methanol

### TOP SPEED

644kph+ (estimated)

### POWER

745kW @ 9000rpm

### TORQUE

678Nm

### TYRES

Goodyear Land Speed Special

### BRAKES

Carbon rear disc

### PARACHUTES

2

## RIVALS: HORIZON CHASERS

SWING YER TREMBLING LEGS OVER THIS LOT



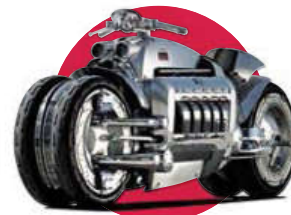
### 1. Suzuki Hayabusa

A road-legal, 320kph+ absurdity



### 2. Ack Attack

The current world record-holder



### 3. Dodge Tomahawk

8.3-litre V10 does 483kph. In theory

PHOTOS: MANUFACTURERS, TRIUMPH MOTORCYCLES

PLANET TG / #004





PLANET / #018

# From the TC archive

THE ORIGINAL LECCY CAR – A 19TH-CENTURY INNOVATION...

WORDS: DAN READ IMAGE: LIBRARY OF CONGRESS

**1. WHO**  
Unknown

**2. WHAT**  
Charging an electric car

**3. WHERE**  
Detroit, probably

**4. WHEN**  
1905

wore rubber boots there was a high chance of getting a rather spiky hairdo. When Edison first tried wiring Lower Manhattan for streetlights, passing horses became skittish. He later realised the impromptu dressage was caused by leaking electricity that made their horseshoes tingle.

While the rain-slicked cobbles literally buzzed with current, other scientists were making swift progress with both the internal combustion engine and the cheap fuels to power it. It wasn't long before petroleum was being drawn into cylinders, ignited in air and converted into useful energy (some of it escaped as useless yet magnificent sound, but that was okay). It was a convenient solution, plentiful, portable and it gave us the freedom to roam.

Electricity, although tremendously useful for boiling the kettle, was a fixed, domestic convenience. Cars were about escaping all that. But how long could it last? Through a fug of carbon dioxide, the answer is becoming increasingly clear. We now have the Tesla and the i3 and fast-charging stations and lithium-ion battery packs. Electricity is on the move again. It might have taken 100 years or so, but it looks as if we were right all along, and that soon we'll look upon internal combustion as a short and wasteful experiment. Even if it did give us the V8.

**W**hen man climbed down from his horse and into his motorised carriage, it looked for a while like the future would be electric.

Because most early contraptions were fitted not with engines, but with batteries and electric motors, which explains the cable trailing from this early car into someone's outhouse. Believe it or not, people were running fully electric cars from as early as 1884... and apparently, charging them in the bog.

But there were a couple of problems. The grid – or what there was of it – was confined to certain cities, and unless you

## Blink & you'll buy it



THIS MONTH'S TOP LOT

**Bentley S3  
Continental Flying  
Spur Sports Saloon  
HJ Mulliner**

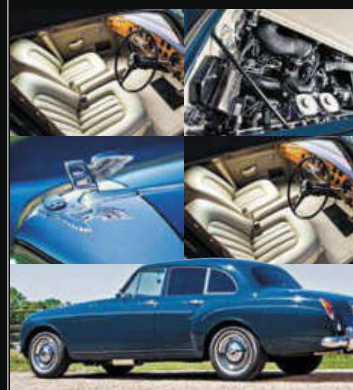
**Engine: 6230cc V8**

**Year: 1965**

**When: 12 September,  
Bonhams**

**Sold for: R16 million**

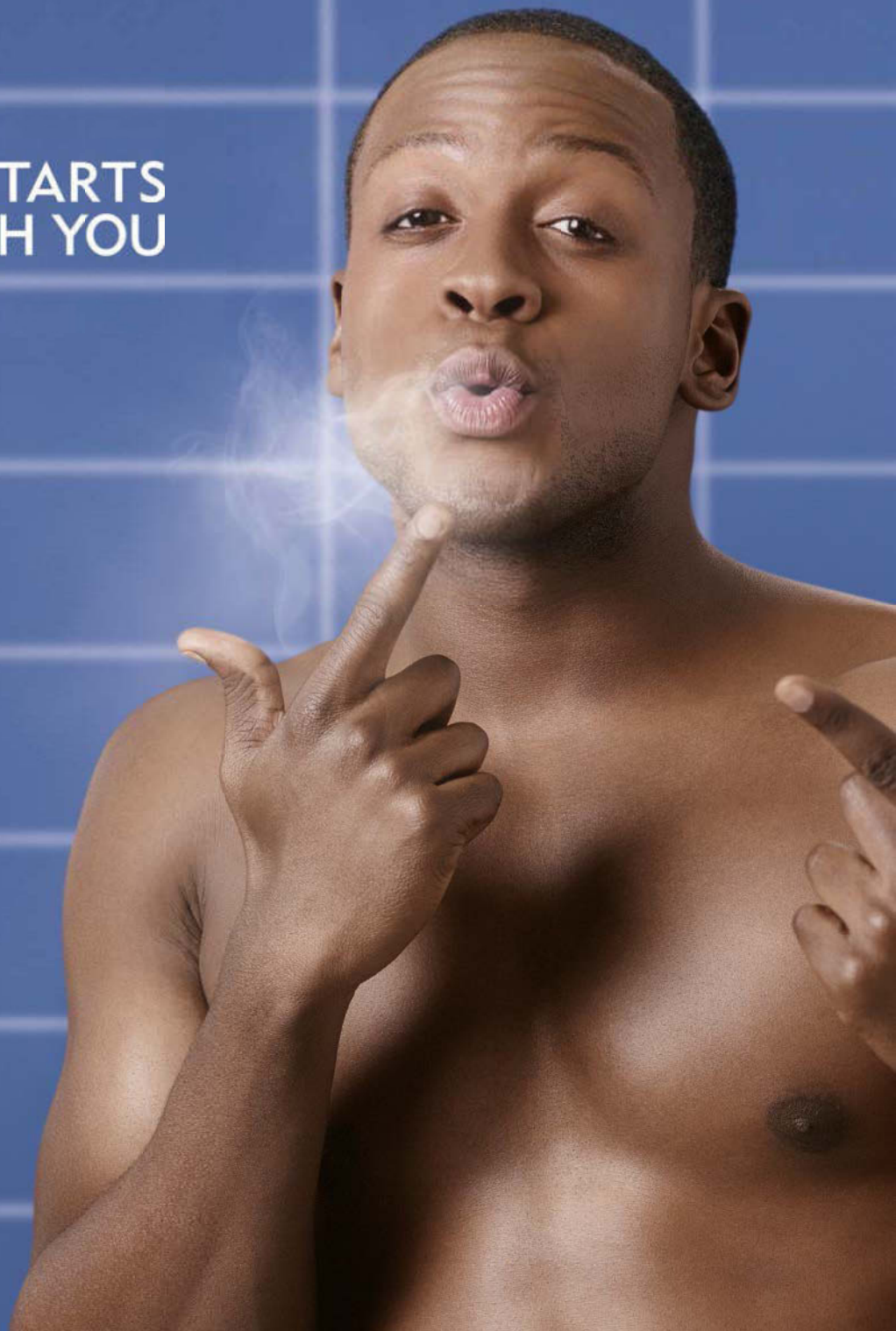
Bentley made just 87 Continental S3 Flying Spurs. We suspect this is the only one that was fitted with a special compartment for concealing nefarious substances. See, it was bought new by Keith Richards – he of Rolling Stones fame. Richards christened it 'Blue Lena', after jazz musician Lena Horne, and took it on acid-fuelled adventure after acid-fuelled adventure (from which it did not escape entirely unscathed). Most famously to Marrakech, with bandmate Brian Jones and models Anita Pallenberg (with whom Richards would later have three children) and Deborah Dixon. It's been restored, and fetched R16m when it was auctioned off at the Goodwood Revival.



PHOTOS: BONHAMS



IT STARTS  
WITH YOU



# DOUBLE THE KICK

New NIVEA MEN COOL KICK Body Lotion and Deodorant, instant cooling effect  
for 48h moisture and protection.





**OF COOLNESS.**



OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

# OPTIONS LIST

## PORSCHE LE MANS T-SHIRT

Help celebrate Porsche's 17th – yes, 17th – victory at the world's most famous endurance race. After their return to top-flight long-distance racing in 2014, it took Germany's premier performance brand just one year to flourish from floundering debutants to all-conquering champions in this year's World Endurance Championship. Perennial champions Audi – who themselves have won Le Mans 13 times in the past 15 years – should be worried. Because right now, the Porsche 919 is unstoppable.

**R621; Porsche dealers countrywide**



## GIOTECK PS4 CONTROLLER

You may not even remember the first PlayStation. It was as far back as 20 years ago, and it came only in appliance grey. The Gioteck 20th Anniversary PS4 controller takes you down a virtual memory lane of button-bashing wasted weekends, and then adds some more. **R915; takealot.com**



## SABELT LAPTOP BAG

Just because you're a humble salesman, it doesn't mean you can't look cool. This Sabelt bag tells clients that you're into cars without having to shout about it. Comes with protective foam inside, and several pockets and compartments to keep paperwork orderly. **R540; 1strace.co.za**



## SMAAK TWIN-USB CAR CHARGER

If your car lacks a USB port to charge your phone, you'll really *smaak* this twin multi-voltage charger. Just plug it into the cigarette lighter port (it does have one of those, doesn't it?) and charge two devices simultaneously. Proudly South African, too. **R180; ismaak.com**



GAME REVIEW

# Batman: Arkham Knight

★★★★ On sale: Now, PS4 and XBOX One. R746; [takealot.com](http://takealot.com)

**H**ollywood has seen Batman begin, return, and hell, has even knighted him (twice) before finally allowing his tired soul to rest in 2012. So you might expect – even excuse the fact – that billionaire Bruce Wayne's taste for crime-fighting may have become a little tainted, the Batsuit has possibly shrunk a bit around his love handles, and all his money's probably been invested in that great American institution called China.

Only thing is, Batman hasn't even started yet. As with the Avengers franchise that's been contaminating the collective conscience, and no doubt pushing audiences' fatigue levels to levels of extreme nausea, 2016 will see the start of a DC Extended Universe four-film Batman franchise for the next few years.

But don't reach for those cyanide tablets just yet.

Next-gen console gamers have one last date with the old Batman, and it's not one you'll want to miss before he starts appearing on *The Kardashians* and tweeting selfies next year. His final appearance in the Arkham series of games is arguably creator Rocksteady Studios' most emphatic and haunting effort.

Halloween night in Gotham. The Joker is dead – really – but the Scarecrow, joined by Batman's evil and over-militarised *doppelgänger*, the Arkham Knight, has triggered a mass exodus by threatening the city's six-million populace with fear gas, intentionally triggering a wave of anarchy.

We see a tormented Batman – haunted by those he's hunted, and responsible for those close to him that he's hurt – don his dusty cape one more time, to dish out some good old vigilante justice.

Arkham Knight is essentially a third-person sandbox where detective meets Navy SEAL. Gameplay amounts to about 12 hours, consisting of puzzles, stealth, hand-to-hand, vehicular and even tag-team combat. Along your path of righteousness you'll have to cross swords with Two Face, the Penguin and the Riddler, with each mission themed to match the character of the villain you're chasing. But by far the biggest news is that the Batmobile now forms the central part of Batman's arsenal. Summoned by the press of a button, it can be called upon to smash through walls, fire at drones, or simply drive over pedestrian villains, *Grand Theft Auto*-style. It's also the best way of covering vast distances.

The combination of blockbuster feel,

playability, voice acting, graphics, variety, narrative and plot surprises see to it that Arkham Knight is as much a dark cinematic experience set against the backdrop of a moody, cancerous metropolis as it is a comic-turned-video-game. You're drawn into Bruce Wayne's psyche, and forever reminded that Batman's existence can only be justified by his enemies.

It never gets tired.

Such a pity that Arkham Knight is the last of the old Batman we'll ever get to see. For it is certainly the best.

## WIN A BATMAN: ARKHAM KNIGHT PS4 BUNDLE!

Simply answer this question:  
What is the name of Batman's car?

SMS your name and e-mail address along with your answer to 33674. SMSes are charged at R1.50 each. Free SMSes do not apply. Terms and conditions apply. View them at [topgear.co.za](http://topgear.co.za)





## WATCHES

# Take your time

This month's best watches...  
as chosen by *TopGear*

### VICTORINOX I.N.O.X. PARACORD



Say hello to the Bear Grylls of watches. The Victorinox I.N.O.X. Paracord features a 43mm stainless steel case, and is water-resistant to 200 metres. Its multi-strand strap is made from, uhm, paracord; a military-grade nylon, which incidentally (and very handily) has a breaking strength of 250kg. The strap can be unwoven and used to improvise just about whatever your situation requires, from temporarily replacing a shoelace to tying that deer you've snared to a tree until you return with a sharpened stick and some firewood to turn it into tonight's bushveld buffet. What can else would you expect from a watch made by the same company that makes Swiss Army knives? **R8 295; [picotandmoss.co.za](http://picotandmoss.co.za)**



**HUBLOT BIG BANG FERRARI  
CARBON TITANIUM**

➤ Nature did everything it could to stop carbon and titanium coming together in the Big Bang. But it lost, so the bezel features the hard-wearing yet silky-looking composite coating. Exotic, expensive, excellent. **R407 680; [hublot.com](http://hublot.com)**



**ELLIOT BROWN CANFORD 202-001**

➤ Good-looking watches made from robust stuff, without a heavy pricetag. The Canford is a pilot-style watch with a polished steel case, and its blue hands and indices invoke the 'blued screws' used in high-end watchmaking and gunsmithery. **R6725; [elliottbrownwatches.com](http://elliottbrownwatches.com)**



**TAG HEUER CARRERA CALIBRE 16  
CHRONOGRAPH SENNA EDITION**

➤ TAG revives the classic Senna range for 2015. This one is based on a Carrera 44mm auto, with black titanium and a tyre-tread strap. The more affordable F1 range also includes Senna editions. **R72 430; [tagheuer.co.uk](http://tagheuer.co.uk)**



# DRIVES

THE CARS THAT MATTER THE TOPGEAR WAY



DRIVE OF THE MONTH

## Aston Martin GT12

Give me sideways, and give it to me now! **TURN OVER**



p41

### JAGUAR XE S

So close, and yet so far



p42

### TOYOTA HILUX

Another slam-dunk for Toyota



p45

### MERCEDES A45 AMG

When the sequel is better than the original



p46

### FORD EVEREST

Well, they couldn't call it 'Table Mountain', could they?

# Add Vantage

Aston has turned the V12 Vantage into a road racer BY OLLIE MARRIAGE

**T**his test is irrelevant. Aston Martin will only ever make 100 of these Vantage GT12s, and even at R6.5 million-odd a pop, if you want one, you can't have one. They've all gone already - even the two units destined for South Africa. In fact, they were all sold before the car was even officially announced. So we shouldn't care. But of course we do, because this is Aston's most hardcore driver's car ever. A quintessentially British take on a road-going GT racer, Gaydon's answer to the Porsche 911 GT3 RS. A fact and comparison we'll come back to that in a bit.

So what does R3m-odd extra on top of a standard V12 Vantage get you besides a heap more exclusivity, and a questionable colour scheme that I like not because it complements the classical

styling (it doesn't), but because it quite convincingly prevents the GT12 looking like the standard car with a rear wing plunked on?

Anyway, your Rs are exchanged for kg at a rate of about R23k per kilo lost. This has been achieved mainly through the extensive use of carbon fibre. Parts made from it now include the bonnet, front wings, interior door casings, seats, rear spoiler and centre console. But not, unusually, the roof. Or at least not as standard. A carbon roof costs extra.

Other carbon options include the gearshift paddles, tailgate, grille and badges. For those with an ultra-light-weight obsession you can also spec plastic windows for the back and rear sides.

This may all sound quite extreme, but no car with a 6.0-litre V12 so big I'm not sure how the bonnet closes over it

will ever be genuinely lightweight. Nor should the GT12 be seen as such when inside it supplies satnav and allows you to spec a reversing camera and opera standard B&O sound system.

So what about aerodynamics, then? Well, Aston Martin is coy here, only claiming that it produces seven times as much downforce as the standard Vantage V12 S. But seven times not much is still clearly not a figure worth boasting about. Not when Porsche is crowing that the GT3 RS delivers 345kg of downforce at 200kph. What we have here is a car that's not especially light nor especially aero-tuned, and despite a power-to-weight ratio better than the Porsche's (283kW/tonne plays 258), I have little doubt the German car would be notably faster around a track.

The standard 6.0-litre V12 has





been fully upgraded: magnesium inlet manifold, magnesium torque tube and titanium exhaust. The resulting 20kW power gain only looks impressive when compared with the 4Nm torque rise. And the gearbox... it's the ageing Graziano sequential manual, a gearbox that in other Astons is guaranteed to crick your neck more effortlessly than a chiropractor. Should be available at state hospitals.

So far, so negative. But to judge the GT12 against the Porsche is to do it a massive disservice. This is a car that needs to be judged on its own terms. Because there's nothing quite like it.

Let's start with that engine. Yes, the chart gains are marginal, but the response and urgency are astonishing. Blip the throttle, and the thing is like a race engine. How has Aston managed to get 12 massive pistons to gain revs so fast? It feels savage. It sounds savage.

The noise is glorious: a proper soaring, cackling, last-night-of-the-proms V12 that makes an F-Type sound like a damp fart in London's Royal Albert Hall. Other V12 Astons feel mellow and lazy, but this is angry, fast-reacting and challenging, noise projected and magnified by the titanium exhaust into something much more than just the clash and flare of cylinder explosions. If you had to put one engine forward for the This Is How Good A V12 Can Be prize, you would certainly not go far wrong with this one.

## SNAPSHOT

### IN DETAIL



Carbon badge: light, but aesthetically questionable



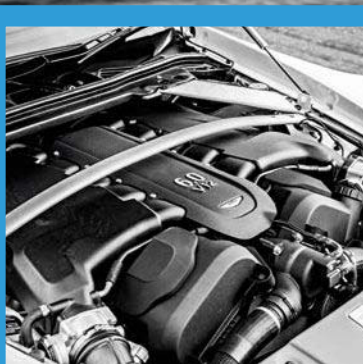
Might not deliver much downforce, but wing looks the part



Carbon bonnet only barely contains the V12 underneath

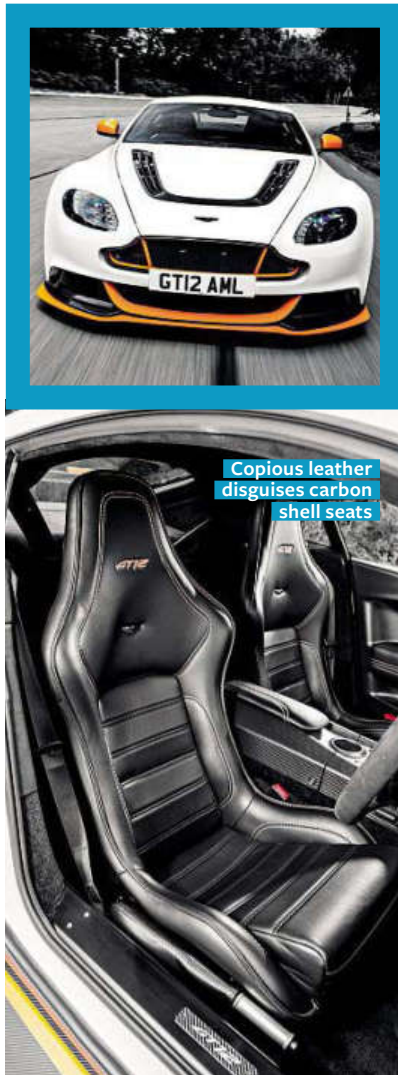


Downforce is seven times Vantage S's. Still does skids...



**“The noise is glorious: a proper soaring, cackling V12”**





Copious leather disguises carbon shell seats



## LIFE INSIDE

- 1 One-piece seats actually have a good range of movement and adjustability. No comfort issues
- 2 No glovebox or under-armrest cubby for the GT12. But that's OK – you've got a bigish boot
- 3 The carbon work is beautiful – getting the curves and edges so precise requires real artistry
- 4 Touch-sensitive console buttons are a big improvement, but infotainment still lags behind
- 5 Paddles are fixed to the column instead of wheel itself. Cue phantom mid-corner grabbing

The acceleration is pulverising, as much as – no, more than – than the chassis can cope with. Use the mighty carbon-ceramic brakes to dive into corners, let the steering (so smooth, so clean, just ignore the occasional judder) sweep the front end in and then get back on the power immediately. Relish the response that only natural aspiration delivers, foot in, feel the back tyres try to stay honest but gradually smear wide as they fail to contain the massive torque inflicted on them.

It might not be ultra-precise and edgy, but this chassis has the mother of all sweet spots. Just make sure you loosen the traction control's shackles first. And while you're at it, also press the Sport button (sharper throttle and exhaust baffles open from the word go, rather than only above 4000rpm) and harden up the dampers.

I know that's not our normal advice, but the softer setting permits more vertical movement and introduces a hint

of vagueness that you neither need nor want. Comfort doesn't suffer unduly with them tightened up, and as a cruiser the GT12 is more than acceptable. Just bear in mind you'll need to disengage that Sport button if you want to hear what the B&O is capable of.

But you should be more interested in the handling. This is easily the most dynamically competent road-going Aston Martin of the last decade. And, yes, that includes the One-77. The GT12 has a lovely, lovely chassis, and moves very well indeed. It's just massively satisfying, the kind of car you go out and drive and just completely revel in. It's simply one of the most immersive cars I've driven.

And that's despite it being equipped with a gearbox that's every bit as bad as I'd feared. Slow and shunty, it's odd to drive a new car these days that still makes you do the mosh-pit headbang every time you pull a paddle. You learn to smooth it out with a

little throttle lift, but it still intrudes, still niggles and frustrates. Especially at low speed. The answer is not to bother changing gear. Just use fourth and have done with it. It's as much as you'll ever need. A startlingly beautiful cabin too, full of high calibre tactile carbon work.

Other Astons feel old now, their tech and underpinnings lagging behind the likes of McLaren, Ferrari and Porsche, but the GT12 has such strength of character, is such a force of nature, that concerns such as the gearbox disappear in a tumult of power, noise and splendour. It's an indomitable machine, a proper big beast of the plains. This is how the Vantage should be remembered.

## VERDICT

**Not perfect, but the GT12 is a genuine force of nature. The ultimate expression of what an Aston can be**

**8/10**



PHOTOGRAPHY: ROWAN HORNCASTLE

**SPECS** 5935cc, V12, 444kW, 625Nm 7M 14.3l/100km, 332g/km CO2 0-100kph in 3.7sec, 298kph max 1565kg R R6.5m (sold out)





JAGUAR XE S

# Paying for the privilege

The XE ticks all the boxes – except the one marked ‘value’ **BY RICHARD WILEY**

**T**o the uninitiated, the all-new Jaguar XE could be mistaken for the soon-to-be-replaced XF. Not necessarily a bad thing; the old-timer is still an eye-catcher, even at the end of its eight-year life cycle.

Its replacement launches next year alongside the new Merc E-Class, and the 5-Series launches in 2017. Prepare for the mid-management bust-up of the decade.

Can the baby Jag lure the die-hards away from Germany? The mid-executive sector is the undisputed and perilous domain of the Audi A4, BMW 3-Series and Merc C-Class. It's the XE's task to ambush the establishment; but its biggest challenge comes not from Ingolstadt, Bavaria or Stuttgart, but rather from its own.

In terms of dynamics, the Jag is at least the equal of or superior to the incumbents, though breaking down perception barriers won't be easy – especially in SA. But the deal-breaker, ultimately, will come down to price, not ability (or lack thereof): the



## VERDICT

Only the exchange rate saves the Germans from embarrassment

7/10

## THE RIVAL



**BMW 340i**  
Bigger badge than before, promising bigger power and bigger appeal. But a little long in the tooth

supercharged 3.0 S flagship will cost you a shocking R916k. You can have a BMW M3 for a mere R100k more, or a 340i for R257k less. At the other end of the scale, the rep-spec diesel manual base model is R535k (320d R491k, and C220d R500k).

Blame the exchange rate. Merc, BMW and Audi (the last through their tie-up with VWSA) all manufacture for the purposes of serving markets both domestic and abroad, earning export credits against which exchange-rate losses are offset; whereas Jag do not. So for Jag to buy stock from the UK at R21 to the pound is, well, madness – unfortunately, passed on to you, the moment you start kicking tyres at the dealership. A default knock-out for the Germans; and a Shakespearean tragedy.

Inside, the XE offers the typical Jag cocoon-like driving environment, and exceptionally comfortable, grippy front seats. The ambience is not as clubby as in the past, but still premium; though without the sheer wowness of the C-Class. The rear's no more than passable for two adults, but its German competitors are no different.

So after all the pre-launch hype, the Jag XE arrives in SA as something of a damp squib. Jaguar's task is doubly hard, because the only compact executive in the local collective subconscious hails from Germany. Winning hearts is only half the battle won; thereafter, the fight begins for people's wallets, which may be an even bigger ask.

To sell the XE in South Africa... as Amy Winehouse said: "Love is a losing game."



## SPECS

2995cc, supercharged V6, RWD, 250kW, 450Nm 8A 8.1l/100km, 194g/km CO2 0-100kph 5.1 sec, 250kph 1665kg R915 692





## TOYOTA HILUX

# Hi(gh) riding lux(ury)?

We drive an SA bakkie giant in, well, the land of giants **BY LANCE BRANDENHO**

**T**he moment you touch down in the land of fire and ice – about as far away as you can get from South Africa without some help from Elon Musk – you'll think your IcelandAir flight has charitably been upgraded to a SpaceX ticket.

If ever proof was required that other planets are habitable, Iceland is it: the scale of otherworldliness here is epic. How epic? *Game of Thrones* and *Star Wars* both filmed here. Yet 330 000 people who speak better English than you or me live here – and every second one drives a Land Cruiser Prado rolling on 35in tyres.

Volcanoes. Ice (obviously). No trees. Fish biltong. Saffers shouldn't feel remotely at home in the EU's most western member state. Yet I did – very. On the flight across, IcelandAir's breakfast-accompanying sealed coffee-cream container had a Toyota 4x4 careering through snow as its main graphic. This is proper bakkie and 4x4 country. In principle, the only difference between Iceland and SA is that we have animals that can kill you, whereas they have volcanoes to do nature's reckoning – and back home, we mostly make biltong from mammals, not fish.

Outside of South Africa, Iceland was the best possible choice as a venue for

Toyota to launch its anchor product: the Hilux VIII. Featuring new engines, more gears, an even less bendy ladder frame, Tacoma-style headlights, a glacially reflective grille and entirely new cabin, it is by far Toyota's most important product upgrade this decade. You must've seen the sneaky online leaks and reveals earlier this year, and over time, your opinion's probably softened regarding its styling. Yes, the grille is too shiny; but in the metal, from most angles, the Hilux's appearance will not generate great indifference.

It's been a long time coming, too – a decade in the making; and despite everything but the front styling being more evolutionary than revolutionary, the mechanical improvements tally a substantial list of Ford Ranger countermeasures. For the anoraks, there are now 322 chassis welding points (up from 202), giving the Hilux a 3.2-tonne towing capacity, with capability further buoyed by all-new suspension linkages that – amazingly – yield both superior loadability, and 20% better wheel travel at all four corners.

Power and traction? Well, I can only report on the merits of the new 2.4 turbodiesel, as Toyota didn't have any of its new flagship 130kW/450Nm 2.8 D-4Ds in Iceland. Matching Ford's Ranger 2.2

## SNAPSHOT

### IN DETAIL



Blue backlighting softer on the eyes: handy at 2am on dirt



And you thought South Africans were bakkie mad

for power and besting it by 25Nm, with six gears (yes, finally) to convert engine output to momentum, it's an entirely more driveable Hilux engine than anything that's gone before.

Iceland is, unsurprisingly, home to the world's greatest collection of rocks. Seriously. In the unpronounceable town of Stöðvarfjörður, Petra Sveinsdóttir started collecting rocks in the 1940s; and her collection is now so numerous, it is considered beyond the ambit of accurate inventory. As for all the other billions of volcanic rocks – stacked, heaped and melted together – that make up Iceland, the Hilux was quite adept at rolling over them.

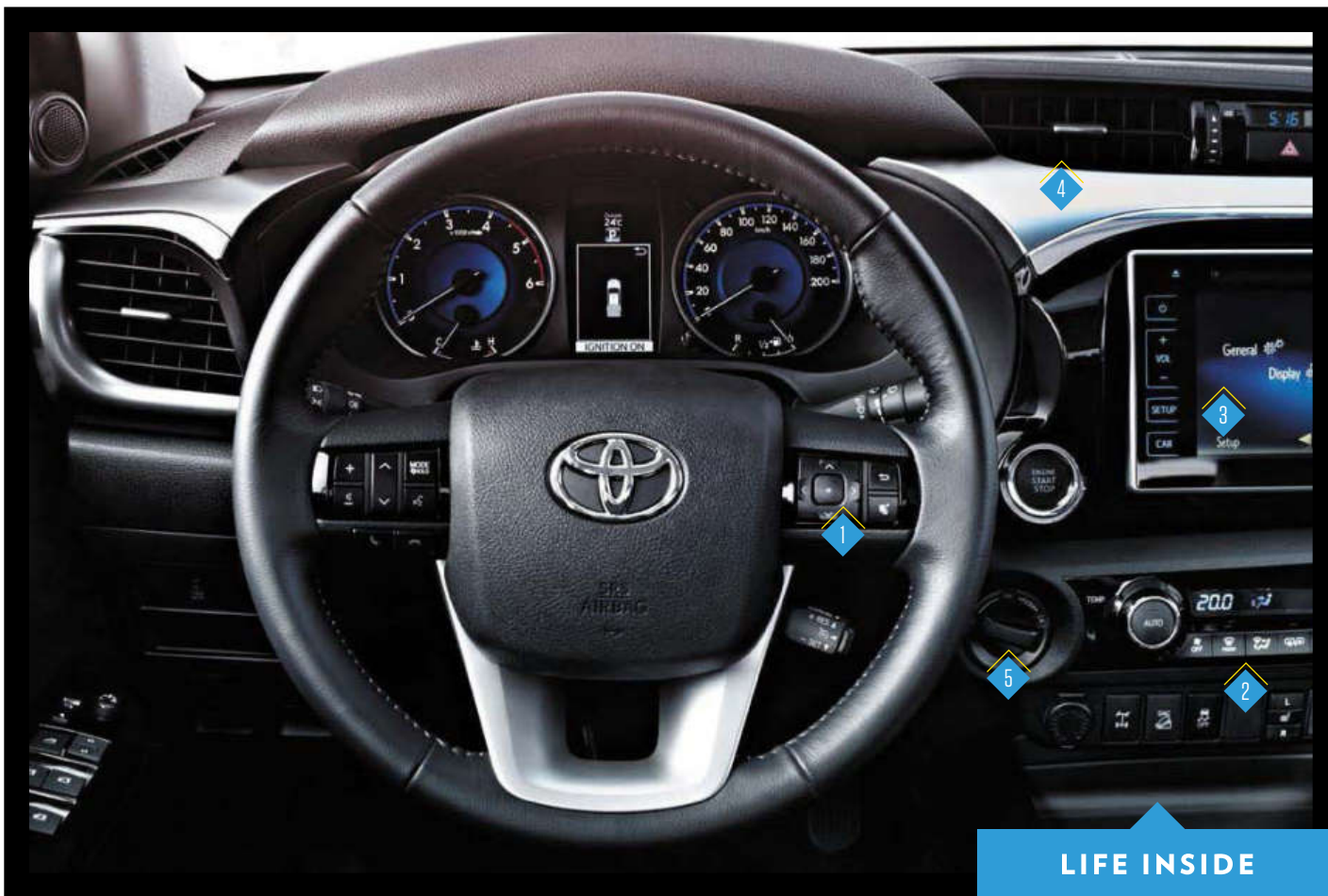
Traversing technical, cross-axle-fetishist-worthy rock gardens, and sauntering up long, final-drive-ratio-challenging



## SPECS

2393cc, 4cyl turbodiesel, AWD, 110kW, 400Nm 6M 7.3l/100km, 194g/km CO2 0-100kph in N/A sec, 170kph 2187kg R Not yet





## LIFE INSIDE

ascents, we simply kept the Hilux's new turn-dial 4x4 select system in 'L', engaged third gear, and for the most part just...steered. Negotiating the calibre of obstacle that usually sees passengers getting out and walking, the 2.4 D-4D casually idled through, with no throttle input necessary. How? Toyota's new manual transmission is geared for a 10% lower first gear than the five-speed manual it replaces; thus, the notable off-throttle crawling dexterity. And grading the Hilux's off-road ability that bit closer to Land Cruiser levels of proficiency are an electronic ABS-modulated traction-control system, hill start, and descent control – though the latter is a touch superfluous, considering the security of Hilux's compression braking available in first gear.

Moustached men who wear shorts everywhere but to church and spend their summer vacations in depressing heat while seated in uncomfortable canvas chairs under acacia trees, will no doubt collectively cast a suspicious and doubtful eye on all of the Hilux's off-road assistance systems. Some factoids may counter this fallacious thinking. It's worth remembering that the apogee of Toyota off-roading, the Land Cruiser 200, has been available with a similar set of traction- and momentum-management gadgets for quite some time; and in Iceland's wilderness terrain

### THE RIVAL



#### RIVAL: FORD RANGER

Is your blood blue or red? Tows 300kg more, but the Hilux finally counters in the technical specification arena.

### VERDICT

Drives more like a car on tar, more like a Land Cruiser on dirt. What more do you want?

9/10

– akin to a colder Richtersveld, without the snakes – none of that volcanic dust, repeated river crossings or water-splash driving hooliganism rattled any cladding, or stained a millimetre of cabin trim.

Pandering to the secret desire of even the most ardent two-tone-shirt-wearing Hilux owner, the new bakkie's cabin has plusher padding and shapelier seats, courtesy of a better frame structure. All interior mouldings are new too, with car-like climate switchgear, tablet-like touchscreen infotainment convenience, and some digitisation in among the instrumentation. The only debits are the chrome and silver-plastic inserts that arc through the centre of the it all, which you just know will reflect the sun into your eyes for a few minutes each morning and evening.

The tragedy of our first Rugby World Cup game shouldn't cloud judgement about things Japanese: Hilux is now a

- 1 New helm empowers with more satellite controls. Most owners will only ever have one hand on it while driving.
- 2 Controls and switchgear now more car-like. Current Hilux owners won't believe the sophistication.
- 3 An infotainment touchscreen in Hilux. The world is changing people. SatNav got us to the airport easily.
- 4 Typical Japanese weakness for chrome will scratch and reflect sunlight. We'd settle for fake teak.
- 5 Stubby low-range shifter replaced by turn-dial 4x4 convenience. Be grateful it's not a moisturising dispenser.

bakkie with Cruiser-like off-road ability, and Corolla-type comfort. We doubt Toyota's production plant will have sufficient white paint to meet local D-4D demand.







MERCEDES-AMG G63

# Same old, same gold

Question: How do you change an icon? Answer: You don't BY BRAAM PEENS

**W**hat's the hardest job in the world? Bafana Bafana coach, collecting e-toll money, winning the F1 championship in anything other than a silver car?

Wrong, wrong and wrong. No, that dubious privilege belongs to the men (apologies, womenists) tasked with designing successive generations of the Mini Cooper, the Porsche 911 – and the Mercedes Geländewagen.

Thirty-six years young, the G-Class has hardly ever changed its formula: a hand-built body-on-frame chassis, three lockable diffs, low range, the aerodynamics of a chest of drawers, and the go-anywhere ability of a Lesotho donkey. For 2016, the range in South Africa will be reduced to just two models – the G350 (now with an extra 25kW/60Nm), and the G63 AMG (plus 20 kilowatts and an



## VERDICT

Is built, drives, and traverses terrain like a tank. An anachronism with an AMG engine

8/10

## THE RIVAL



### RANGE ROVER SUPERCHARGED AUTO-BIOGRAPHY

A slightly more modern-day take on Noah's ark than the G-Class, but nowhere near as capable. Less likely to go off-road, too

unchanged torque figure). The latter will be complemented by the optional AMG Edition 463 package (pictured above): R152 000-worth of cosmetic add-ons.

So what's new? As expected, when keeping a geriatric on life support, very little. The bumpers are different, allegedly; some tiny changes to the dashboard; and the suspension and ESP, both very strained components, have been retuned.

It may come with a pensioner's card superglued into the glovebox, but what the G-Class still doesn't need – and never will – is adult nappies. Journalists attending the launch were treated to the G-Class Experience at the Magna Steyr plant in Graz, from where vehicles depart to the Schöckl mountain route – a 4.5km-long hellride through a forest up the face of a

1445m-high Alpine mountain, seemingly designed with dynamite as nothing less than a boot camp for battle tanks.

Except not. The rocks roll away in fear, and tree stumps turn into twigs at the sight of the G-Class steaming up the hill at impossible angles, oblivious to the laws of physics; stoic with intent, and utterly unstoppable. If something is going to break, it'll be one's teeth, spleen, spine or spirit. Especially after reaching the summit, when the convoy of G's race each other back down the mountain, over terrain that makes the surface of the moon seem smoother than Taylor Swift's cheeks.

They don't make 'em like they used to. Except with the Geländewagen, they do. After 36 years, it remains positively the best 4x4... in the world.



**SPECS** 5461cc, V8 turbo, 4WD, 420kW, 760Nm 7A 13.8l/100km, 322g/km CO2 0-100kph in 5.4 sec, 210kph 2550kg R2 156 000



MERCEDES-AMG A45 4MATIC

# Kill Bill Volume 3

Revenge. Best served hot **BY BRAAM PEENS**

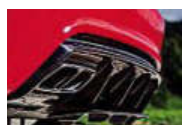
**Q** uentin Tarantino – or rather, the Klingons he apocryphally quoted in his 2003 film – was wrong. Putting up a cold dish meant to be hot will only get you kicked out of *Masterchef*.

Which, following the release of version two-point-oh of the A45 AMG, is just what Mercedes has done to the 270kW/465Nm Audi RS3's brief reign as the übermost hatch of 2015.

You may be forgiven for thinking the re-imagined A45 returns as a numbers-first, driving-prowess-second exercise. But Mercedes have learnt their lesson after bungling the inaugural A45, which felt underwhelming, and the newcomer is – ignoring for a moment the regrettable (though inevitable) use of a cliché – everything its forebear should have been from birth.

Power is up by 15kW and 15Nm to a simply staggering 280kW and 475Nm, while 0-100kph sprint time is reduced to 4.2 seconds – 0.4 faster than the old A45, and crucially, 0.1 more rapid than the Audi. A tremendous margin: one-point-ohhh...

Completing the transformation are selectable chassis modes, a snappier gearbox with shorter ratios from third to seventh gear, and (if the Dynamic Plus package is ticked, which you absolutely should), the fitment of a mechanical limited-slip differential (LSD) splitting the front axles, ride control with adaptive dampers, and



## THE RIVAL

**AUDI RS3**  
Sufficiently swift, but needs an extra cylinder and another half-litre to match the Merc for muscle. Nose-heaviness comes as standard



RACE mode (Mercedes' capital letters: presumably, "Race" isn't as fast.)

Outside, the front bumper has been redesigned, while aft of the diffuser there is now a more aggressive profile. Inside the smallest AMG there's an overall improvement in the use of materials – which admittedly was hardly top of mind as the launch route took us towards the stadium-like EuroSpeedway Lausitz DTM track from Dresden in the former East Germany.

But it must be said that on public roads, the ride has been transformed. Unlike before, now even your granny's neighbour's dog can steer the A45 further than the shop without its false teeth falling out.

On the track, the incorporation of the LSD has added a degree of sharpness to corner exits. The power delivery is surprisingly linear from such a stressed engine, though as an Achilles' heel, communication

still falls slightly short, the twin-clutch transmission is occasionally disobedient during downshift requests, and there's no doubt that the A45's primary bias remains focused on the front axle.

But the A45 is properly rapid (and rabid, when pressed hard), and while AMG doesn't believe in marketing cars around track times – I guess I'm probably off the future invite list for daring to ask – the new A45 will lap that fabled standard, the Nürburgring, in "under eight minutes".

Does that make the exalted new A45 AMG the default best-hot-hatch-you-can-buy? It's undoubtedly one of the fastest; but also the most expensive. It's more complete than ever; except we don't know yet how it will fare against the upcoming Ford Focus RS for sheer excitement. What we do know already is that the Merc is the new Lord of the Rings. One down, one to go.

## VERDICT

A capable, crushing sequel. Even the Klingons should now approve

**8/10**

**SPECS** 1991cc, 4cyl turbo, AWD, 280kW, 475Nm 7A 6.9l/100km, 162g/km CO2 0-100kph in 4.2sec, 250kph 1555kg R683 600



FORD EVEREST 3.2 4X4 LTD

# Lofty ambitions

Five-door Ranger wants to go cruising BY LARRY BRADSHAW

**B**ack in 2010, Mini pulled off an amazing ambush-marketing campaign, by challenging Porsche to a race at Road

Atlanta: Cooper S versus Carrera S. The Germans declined, obviously, but it illustrated the increased awareness and standing to be gained by an upstart bold enough to challenge the establishment.

If you're about to market a new SUV, positioning a Land Cruiser as a rival in your product-presentation PowerPoint slide show is ambitious. It's also the position Ford's taken with the new Everest.

A prominent grille flanked by full proportions and a dearth of tasteless detailing make the new Everest a rather fetching thing to look at - unlike Toyota's Prado. Particularly clever inside, too, with Ford's seamlessly intuitive MySync system; and despite being a seven-seater, genius packaging allows both flat vertical and flat horizontal load surfaces, with powered seat manipulation shaping a 2010-litre load capacity. And there are 30 cabin stowage spaces to trigger your OCD and forget all manner of useless things in.



A bakkie-based SUV with 20inch alloys: how things have changed

## THE RIVAL



**TOYOTA PRADO**

The Everest is a bargain rival to the baby Cruiser - until the new Fortuner arrives next year



The Everest's ladder frame is related to that of its Ranger bakkie sibling, though the wheelbase is nearly half a metre shorter, and all mounting points and bracing are Everest-specific. Unbreakable, but with coils at all four wheels, outboard dampers and a Watt's-link at the rear, mounted with steel linkage tubes to the differential, which acts as a fully-stressed member - Everest's ride quality and general agility are very much more SUV than bakkie.

Project chief engineer Ian Folsom worked on Land Rover's original terrain-response system, and - surprise, surprise - Everest's fundamental 4x4 ability is enhanced by a similar, ABS-modulated terrain-management system, boosted by a conventionally locking rear axle to deliver absolute traction security when required.

At two-and-a-bit degrees shy of the Prado's approach angle, but with 10mm more ground clearance and 800mm of

waterborne Labrador ability, without any aftermarket snorkels or diff seals, new Everest is capable of getting to places where they've never heard of couch-surfing or AirBnB and carbs are eaten without guilt.

The five-cylinder 3.2 has similar outputs to current Ranger, but spins a much smaller turbo, and has slicker ancillaries, a reshaped exhaust, and craftier engine management. It's a very willing engine, and the Everest's six-speed auto judges throttle input well, adapting to your urgency; but at 2368kg - robust steel ladder frames aren't aluminium light - overtaking 18-wheelers requires more planning than impulse.

Mini's 2010 challenge to Porsche was cute, but ridiculous. Everest posturing as a Prado rival, instead of Fortuner? For the few short months before the new Fortuner arrives, it'll be akin to Porsche's Cayman/911 quandary; and we all know how that plays out in the real world.

## VERDICT

An Everest you could drive to Everest base camp. Job done, then

8/10

**SPECS** 3198cc, 5cyl turbodiesel, 4WD, 147kW, 470Nm 6A 8.2l/100km, 217g/km CO2 0-100kph in 11.6 sec 2368kg R R646 900





AUDI Q7 3.0 TDI QUATTRO

# Big, but no longer a bruiser

Does weight loss cue a new default dynamism? BY RICHARD WILEY

**T**he outgoing Audi Q7 has attracted more than 4 700 buyers in South Africa since its 2006 launch, and the large SUV is hard to miss – because, well, it's decidedly large. And after nearly a decade, its girth is ever-harder to hide; so it comes as no surprise that the replacement model is a tad shorter and slimmer, but most importantly, up to 325kg lighter.

More chiselled, tightly-drawn lines ensure that the second-generation model looks a lot less lardy; but at the same time, it now looks more station wagon than SUV. In profile, there's a certain blandness at play, but from the front, the even-bigger three-dimensional, single-frame grille leaves you in no doubt that there's still an Audi under the new clothes.

Inside it's all Audi as well, which means impeccable fit and finish, and fine materials to touch and ogle. The ambience can't be described as 'plush', because it's too minimalist/high-tech; but the expected feel-good factor, for up to seven occupants, doesn't disappoint.

If the exterior is more discreet than before, what lies beneath the beautifully finished metalwork is far more adventurous. There isn't just a new platform (MLB-Evo), but a new powertrain and chassis too.

If the outgoing Q7 was a bit of a barge, the new model is something of a speedboat by comparison. That slimming programme and the introduction of a newly-worked 3.0 TDI V6 and wonderfully responsive 8-speed auto make for effortless thrust right through the speed range.

Even at idle, it's difficult to detect diesel



## VERDICT

**Diesel and Quattro: the things that add meaning to one's life. Q7 adds space and sophistication to that list**

8/10

## THE RIVAL



**VOLVO XC90**  
Another giant leap forward, bristling with tech and practicality

knock; and the fact that when 140 clicks show on the virtual speedo, the rev counter hasn't even breached the 2 000 mark, tells you all you need to know about silent progress. Add to that excellent suppression of wind noise and acceptable deflection of road-generated commotions, given the fitment of (optional) 20-inch wheels, and you've got yourself a wonderfully hushed and refined cruiser that's right up there with the best saloons.

Our Q7 test unit rode on optional air suspension, and there's a pleasing suppleness complemented by excellent rebound control to be enjoyed. And the way the 5-link suspension shrugs off corrugations on dirt surfaces borders on the uncanny. Even the steering, for so long a chink in Audi's dynamic armour, feels a little more fluid than before.

Yes? No? Even the shedding of so many kilos can't disguise that this is still a big chunk of metal to toss around, so don't expect sports car-like handling responses. And while the Q7 excels at every level, it's impossible to ignore the similar advances made by Volvo with the new XC90. A truly tough choice.



## Peugeot 208 Pop Art

BY STUART JOHNSTON

**A**

**another year, another small Peugeot?**

Almost. The 208 range has been refreshed with new grille, lights and interior fitments, and a re-jig of the model line-up, reverting to small-capacity three-cylinder engines and doing away with the pre-facelift range of 1.6-litre engines.

### And the Pop Art?

The 5-door Pop Art runs a 1.0-litre version of the Peugeot three-pot mill, and with just 50kW on tap, it's not likely to get the Paul Walker Fan Club Facebook page buzzing. But because it's full-on poverty spec (steel wheels, no USB port), the R159 900 price is much more in line with what you'd expect in this area of the market – and you do get the basics: aircon, two airbags, ABS brakes and electric front windows.

### And if I'm feeling a bit flash?

The better-equipped models are the 208 Active non-turbo model with 60kW, at R209 900, the 208 GT Line 1.2 manual with 81kW of turbo power at R269 900, and an automatic version of the same model at R289 900. They're overpriced.

### Hmm. So, the Pop Art – worth it?

Probably. If you want a new, modern, stripped-out car that's not a Toyota Etios, it's between this and the VW Up!.

### What if I want to sell it in a few years' time?

Don't ask.

**VERDICT:** Sensible car; sensible money. But your sensations of inadequacy will continue as long as the letters G, T and I remain absent from your boot lid.

## SPECS

- 999cc, 3cyl, FWD, 50kW, 95Nm
- 5M
- 4.4l/100km, 102g/km CO2
- 0-100kph in 14sec, 165kph
- 960kg
- R159 900

6/10

**SPECS** 2967cc, V6 T-diesel, AWD, 183kW, 600Nm 8A 5.7l/100km, 149g/km CO2 0-100km/h in 6.3sec, 234km/h 1995kg R324 000

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# THE *Coollest* CARS

EVER



H

ere we go, then. The 116 coolest cars of all time, as whittled down by *TopGear* maths, but believe us: there were initially a lot more.

No doubt, our perception of what gives a car that most covetable and subjective of qualities – coolness – skews as we get older, or our needs change. When you're little, *Top Trumps* is the be-all and end-all of car cool. Simply being the loudest, the fastest, or wearing the biggest wing is

likely to earn the badge. Turn 18, get your driver's license, and whatever you can afford takes the crown. Later, a more refined, gentlemanly cruiser usurps road racers for sub-zero factor. Hopefully you never flirt with crossing over.

Maybe you'll even develop an eye for older metal, legendary cars from before your time. Cars driven by the likes of Steve McQueen, James Dean or Audrey Hepburn, rather than your current sporting or musical idol. Opinions, after all, are in flux, but a cool car is timeless. And these are (mostly) our favourites...

# MMM DIVISION

No, we don't know why BMW insists on spelling 'homage' wrong. But the rest of the reborn CSL is so, so right

WORDS: OLLIE KEW



BMW 3.0 CSL  
HOMMAGE R

# 001

**O**h, to have been the marketing man for BMW of North America in 1975. Your employer has just launched its first volley of non-European sales, managing to time its debut Stateside with the recent oil crisis fallout. The sickly dollar ought to have favoured the new imports, but Americans got cold feet about buying automobiles for the first time since the Wall Street Crash. The crisis could easily have sunk BMW in what was then the world's biggest

car market without a trace. BMW's Don Drapers must've been weeping into their oversized ties.

Then came the BMW 3.0 CSL. The Batmobile. One of the ultimate expressions of 'win on Sunday, sell on Monday'. BMW's shark-nosed upstart unexpectedly won the 12 Hours of Sebring on its first attempt, mere weeks into the 1975 International Motor Sports Association GT championship. Not until McLaren stunned the prototypes at Le Mans two decades later would racing see the formbook shredded in quite such an unprecedented fashion.











The Batmobile rammed home its credentials with victories around Laguna Seca, Daytona and Talladega. That's like Accrington Stanley gaining promotion, securing Champions League football then winning away at Barcelona and Real Madrid. BMW had won America's premier sports-car race series first time out, crucially adorned with large-print 'Bavarian Motor Works' script on the cars' sunstrips. The punchy branding was added after it was suggested many uninitiated Americans believed the initials arranged around the blue and white propeller stood for 'British Motor Works'. Bet the marketing men treated themselves to new flares after that.

All of which means that this sensational creation, the BMW 3.0 CSL Hommage R concept, is not lacking in pedigree. A racing-inspired refresh of the Hommage concept shown earlier in 2014, it riffs on BMW's most iconic competition car – tricolour livery and all. It has hard-earned authenticity. Any tuning firm can rock up at a motor show with a slice of brightly coloured unobtainium wearing flash wheels and a big wing. The Hommage is cool because it oozes credibility. Just the right amounts of where BMW has come from and, what with those i8 nods in the bodywork, sports-hybrid drivetrain and 22nd-century man-machine interface inside, an idea of where BMW is going next.

If there's another car revealed this year that has so much intricacy to drink in, we can't wait to see it. The Hommage, overseen by BMW design boss Adrian van Hooydonk, is festooned with clever modern interpretations of the original. Stunning i8 rear haunches recall the classic's box arches, lovingly faired into the swept-back rear wing, complete with its ribbon of light sweeping around the rump. Likewise the hooped roof spoiler and the iconic fins atop the front wings. There's no particular attempt to make these retro references overtly functional – no claimed downforce sense of humour failure. All the right cues are present and correct, but honed for a more rakish, intimidating car.

The main difference, besides the knee-trembling paintjob, between this R and the earlier Hommage concept is the race suit BMW has designed to go along with it. Normally, matching branded gear for your car is the height of poor taste – Ferrari polo shirts and 'Porsche Design' shoes, we're looking at you. But we'll allow BMW a free pass here on the basis that its dabble in fashion design is supposed to help a would-be racer of the Hommage R drive it faster.

The helmet (complete with that nod to BMW's no-nonsense Seventies-era branding) features a head-up display built directly into its visor. Red tape sunk this sort of X-wing pilot gadget for the real world, but in our retro-futurist fantasyland, line-of-sight tech is fair game. Speed and current gear selection are a given. What would really get the FIA in a twist is the



HEAD-UP  
DISPLAY  
IN VISOR

ANIMATED  
LIGHT FOR  
SHIFT POINTS

DETACHABLE  
STEERING WHEEL  
INSPIRED BY DTM



## SKETCHING THE NEW BATMOBILE

Nice that BMW's concepts still start life as pencil on paper, don't you think? The Hommage R's design team also has the stunning BMW CS concept, pretty Z3 and 4-Series concept in its portfolio. Yep, they know their way around a sketchbook.





So, what's your new excuse for missing the apex?

colour-coded suggested line, beamed directly onto the track ahead of the driver's eyes. Just like when you're learning how to tackle the fear-some Corkscrew on PlayStation's *Gran Turismo*.

The race suit itself is more of a wearable Christmas tree, with light-up pinstriping in the arms and legs, which illuminates to supposedly demonstrate how information flows back up through the controls toward the pilot's brain. Not quite sure legendary Austrian driver Hans-Joachim Stuck would've deemed a fibre-optic onesie a must-have for successful CSL racing, but we are talking about a car inspired by a Seventies icon. A German one at that. Inevitably, kitsch had to creep in somewhere.

If you're staying true to the Coupé Sport Leichtbau's original mantra, you ought to drive it in your undertrousers anyway. Much lighter. The original road-going 3.0 CSL binned its aircon, bumpers and soundproofing in the pursuit of adding lightness, and draped thin-gauge steel and aluminium panels over what was left. Unless, of course, you were a namby-pamby, mollycoddled Brit. The nervy UK importer asked subcontracted builder Karmann if it wouldn't mind awfully plugging all the heavy equipment and luxuries back in, given the CSL cost R157k. That's R1.6 million in today's money, and give-or-take what you'd fork out for a bare-bones M6.

The Hommage naturally uses carbon fibre



Huge '25' decal references the 1975 race winner



**“The BMW CSL Hommage R is festooned with clever modern interpretations of the original”**



Faceless driver  
in a white suit?  
What an idea!



where its ancestor favoured flimsier metal, but what's surprising is how its interior sticks to a more old-school, everything you need, nothing you don't ethos. Take the wraparound wooden crossmember, structurally stressed as well as home to the eBoost charge display, in Gordon Murray-pleasing two-jobs-in-one style. A plain sexy nod to both the old CSL's dash, and the arch-cool Scandinavian vibes you'll find in an i3. Besides the wooden trim, and the carbon-fibre seats, there's very little interior to speak of.

The steering column houses two vents, which funnel non-conditioned air straight to the driver. The passenger is left either to melt or walk, which may or may not be the most brutal tactic yet for saving unnecessary weight. All the treats and titillation are reserved for the driver, most of them in the gorgeous form of the control-yoke-aping steering 'wheel'. An item of considerable beauty, it features buttons for the pit speed limiter, wipers and laser-light flash, dotted around its aluminium extremities, Ferrari-style. Enormous gearshift paddles lurk behind. It's all about focus. No flimflam.

So onto the powertrain. The fact the numberplate reads '3.0' is a clue – it had to be a straight-six. Not that of an M3, though: at 4,997mm long, the Hommage R is a big beast, and the one-off shares the bones of its underpinnings with a modern-day 640i. Its 3.0-litre six is turbocharged, unlike the original, and, by the sounds of what spits from the side exit exhaust, is chucking out a good deal more than the 235kW of a base 6-Series.

The supplementary eBoost system, juiced by

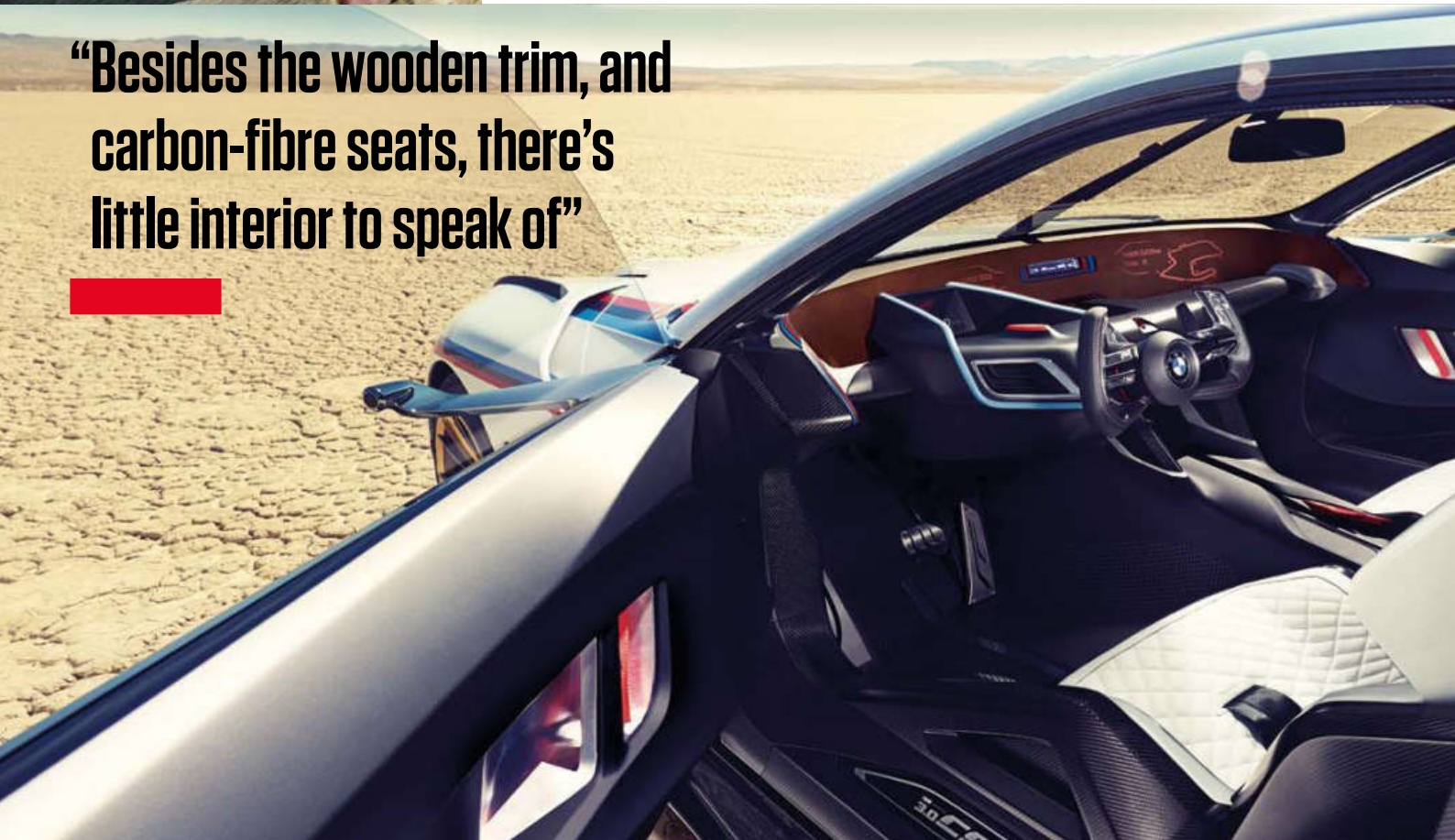
batteries behind the two bucket seats, adds an unknown quantity of torque. Numbers aren't important here. On the evidence of the i8 and even the naughty-fast i3, it's not going to be a Tamiya motor bolted into the transmission (an 8spd ZF auto, since you ask).

Since the Hommage R has very real, road-legal oily bits hidden deep beneath the garnish, and BMW has a strong history of turning radical concepts such as the Vision EfficientDynamics into a road-going tech *tour de force*, you most certainly know what comes next. Will BMW actually build Hommage Rs for well-heeled buyers to drive? To race, even?

No. Sorry. BMW likes to crow about taking the i8 from show pony to showroom, but the Hommage cars – remember the M1 concept and beautiful 328 roadster? – are simply design exercises. BMW will offer a racy coupé complete with a hulking wing in 2015, but it'll be called M4 GTS, not Hommage CSL.

So you'll just have to look at it on these pages, because BMW isn't actually going to build a run of Hommage Rs for us great unwashed to buy and drive. It's arguably a new art car – sculpture rather than painting. Five metres in which BMW proves it's got a nostalgic side, still sees value in the discipline of racing motor cars, and believes a car built over 35 years ago is still relevant today. That ever-more stringent safety and emissions legislation just ramps up a designer's appetite to be let off the leash – even when there's no hope of it being made for real. Because what's cooler than being a rebel without a cause? **16**

**“Besides the wooden trim, and carbon-fibre seats, there's little interior to speak of”**





0-100kph in  
3.9secs? A good  
start, we say

# ALFA'S BACK

After a few years spent in the wilderness, the evocative marque means business again...

# 002



## FYI

The Giulia has a higher steering ratio than its rivals, 50:50 weight distribution and a proper torque-vectoring rear diff. Pointy

## Alfa Romeo Giulia

After years of mismanagement and a shrivelling portfolio, the world's most romantic car brand is back with something suitably arresting. The Giulia needed to make some noise, and the engineers took the brief literally with this BMW M4-taunting Giulia Quadrifoglio, powered by a Ferrari-developed, twin-turbo 3.0-litre V6 sending 380kW to the tortured rear tyres. This is it. Alfa's last-chance saloon. And it might just have pulled it off.



### 003 Alfa 8C 2900

*This cigar-shaped beauty is one of only five Le Mans specials made. Deep into the 1938 24 Hours it held an 11-lap lead, but mechanical problems cost it the victory.*

### 004 Alfa 8C

*At what point does a supercar transcend the metal and carbon fibre it's constructed from and become a piece of art? The 8C is as close as Alfa has come in the modern era.*

### 005 Alfa Giulia Sprint Speciale

*This Bertone-penned coupé was not only outrageously pretty, it was slippery, too. Its drag coefficient of 0.28 set a record for production cars in 1957 that stood for 20 years.*

### 006 Alfa Tipo 33 Stradale

*Weighing a scant 700kg, but fitted with a 169kW 2.0-litre V8, performance was lively. Only 18 of these road-legal racers were ever built, hence prices start at R42 million...*

### 007 Alfa Tipo 33/3

*Had the unenviable job of taking on the mighty Porsche 917s and Ferrari 512s in 1971, but ran rings around them on the tighter, twistier circuits like the Targa Florio, where it won.*

### 008 Alfa 164 Procar

*Finding itself with a stillborn V10 F1 engine in '85, Alfa built an F1 car to look like a 164 saloon, destined for the Procar series that never was. Handy for the traffic light GP.*



### 009 Bizzarrini 5300GT Strada

Created by an ex-Ferrari and Lambo star engineer, designed by Giugiaro: Italian flamboyance offset by Chevy V8 power.



### 010 Ford Capri 3.0S

Two words: The Professionals. MkIII landed in '78 touting 103kW 'Essex' V6 and decals. Survived till '86.



### 011 Ford Sierra XR8

Mzansi's hatchback Mustang. Unlike the trick Euro RS500, we got five litres of carb-fed V8, sending its 150kW through skinny 185-section rear rubber.



### 012 Lotus Elan S1

Epitomises Colin Chapman's genius. Still a template today. S1 had twin-cam 1.6-litre, but weighed just 585kg.



### 013 Aston Martin DB9

So perfectly proportioned, Aston still hasn't figured out how to replace it. Early cars now a bargain R700k-odd.



### 014 Mercedes-Benz 300 SLR

A 300 SLR racer for the road, only one 290kph 'Uhlenhaut Coupé' is known to exist. Merc's motorsport chief drove it from Munich to Stuttgart in an hour.



### 015 BMW Z3 M Coupé

Skunkworks project for BMW engineers. Blessed with officially interesting handling thanks to old-school rear suspension.



### 016 Range Rover 2dr

Accidentally invented the SUV. Original RR had a cabin you could hose out. Try doing that today.



### 017 Lincoln Continental

Elwood Engel's masculine, modernist masterpiece, as evocative of early Sixties America as Mad Men.



### 018 Ferrari 308 GTS

One word: Magnum. Classic Pininfarina style meets kitsch US pop culture, guaranteeing immortality. And rising values.



## 019 Toyota FJ40 Land Cruiser

The FJ40 is a practical icon famed for utility over aesthetics – it's like a 4x4 made of Lego. The cool variants hark from the early Sixties – the '40-series' was in production from 1960 until 1984 – and the ones you want are the early 2drs which are still exceptional at getting about in the mucky stuff.

FYI

1964 Monte Carlo winner Paddy Hopkirk received a telegram from The Beatles. It's framed in his downstairs loo



No lardiness and stupidly large headlights here

## 020 Mini Cooper

Another accidental giant-killer, which suggests that coolness is random. The original Mini – a tiny, FWD transverse-engined packaging miracle – had a slow start, but racing legend John Cooper knew a good thing when he saw it. In 1961, he pumped the Mini's engine up to 998cc and the later 52kW Cooper S was wieldy enough to start cleaning up in saloon car racing – and more memorably, the Monte Carlo rally in 1964, '65, and '67.

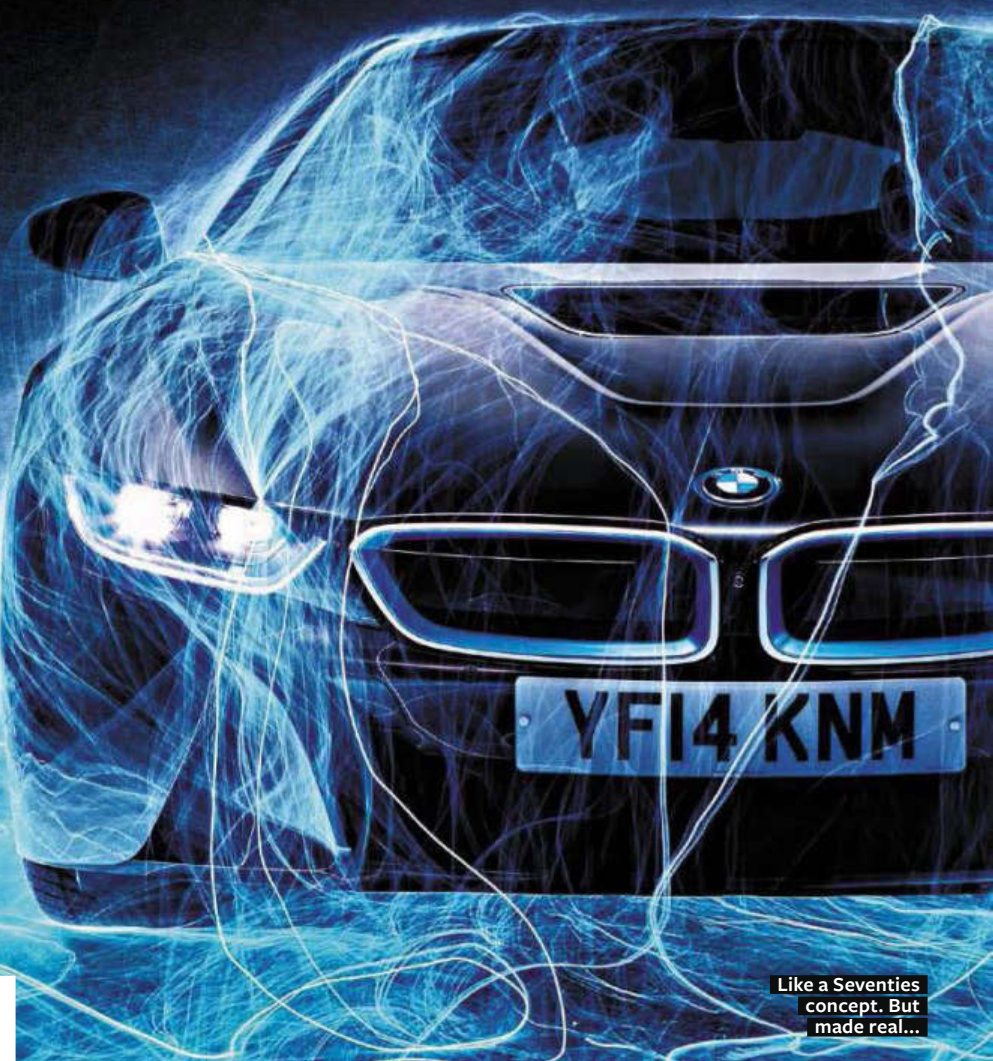


## 021 Mercedes-AMG S63 Coupé

A Panzer specced by Tony Stark, we reckoned when we first tested the big Merc. If the S-Class saloon is a technofest steamroller, the coupé adds a svelte, imperious body to its bracing 430kW V8, which means that its Magic Body Control – which uses cameras to scan the road ahead and adjust the ride to smother bumps – is working even faster. Do you *want* active curve control, to lean the suspension in the direction of travel? Maybe not, but it's still COOL.



# 022



## BMW i8

The nearest there is to all those far-out Seventies concept cars. It uses carbon to offset the weight of its hybrid-electric innards, and clothes them in a body as efficient as it is eye-popping. It's even pretty inside. A 1.5-litre 3cyl petrol engine, boosted by a turbo to 172kW, is seamlessly integrated with a second motor, producing another 98kW. The i8's starter motor and alternator is a third power source, giving the i8 a useful 270kW overall. Forget the 2-Series Active Tourer, this is what BMW is ace at.

Like a Seventies concept. But made real...



## 023 Iso Isetta

Despite its puny 236cc twin-stroke engine and 72kph top speed, five Isettas finished the 1954 Mille Miglia race, prompting BMW to license the Italian design and build its own version. Around 100 000 were sold in Germany, thereby saving BMW's bacon.

## 024 AMC Pacer

It looked like a car attempting to give birth to another car. Brave but ridiculed effort from Seventies US underdog AMC, rescued by Wayne's World. Party on, etc.

### FYI

A firm called EVA converted over 100 Pacers to electric power. The US Army was one of its biggest customers



## 025 De Tomaso Pantera

Italo-American supercar folly of enough suspect engineering integrity to provoke one owner, a certain Mr E. Presley, into shooting his when it refused to start.



## 026 Citroën 2CV Fourgonnette

Designed to carry a peasant and 50kg of agricultural goods at 50kph. Van version possibly coolest of all because it's, er, a van. Unless you've got the twin-engined Sahara. Or a Méhari.



## 027 Peugeot 205 GTi

The hot hatch was cool, then not cool, then impossible to insure, then cool again. At no point in the past 30 years has the 205 GTi been anything other than completely brilliant.



## 028 Volkswagen up!

The name is an affront to English! But it's still the city tiddler you'd be happy to be stuck with. Designed by the bloke now in charge of designing Ferraris.





THE  
*Cooltest*  
**CARS**  
EVER

029

AUDI RS6  
AVANT

WORDS: LANCE BRANQUINHO /  
PHOTOGRAPHY: JACO LE ROUX

# Not crossing over

Audi doesn't make a four-door RS6 anymore, and South Africans hate wagons. Who's in the wrong here?







T

his is embarrassing. Not enough stuff. I've a set of weekend bags and a ladder (don't ask) as cargo manifest in the rear, and yet twirls of exposed load-bay carpeting remain visible. A conundrum unfamiliar to most things with four wheels and 400kW.

Welcome to the midlife crisis you *want* to have: Audi's RS6 Avant. Estate car. Wagon. However you wish to categorise it, this one is fuelled up and unburdened by ungrateful kids or speed-inhibiting elderly in-laws. Dutiful dog is at the ready, but the risk of motion sickness is too severe a hazard; Milo will be staying behind to keep the Alcantara pristine.

Awkwardly, I have no travel plan; for the simple reason that none of this is supposed to be happening. A year ago Audi Mzansi were adamant: "No, we're not bringing in any RS6s." The logic of Ingolstadt's indigenous ZA office staff was hard to fault at the time: Mercedes-Benz had failed to sell any of its CLS Shooting Brake consignment that weren't AMG, and from Messina to Maropeng, nearly every new car ordered in South Africa was preceded by the same nauseating question to sales consultants: "Does I get blutoof wif my crossover?"

Niche. Pronounce it properly, including the 'h', for fear of being misunderstood as referring to that overpriced French Mediterranean vacation destination that sounds a bit similar. Niche is the problem; the opium of dilution. We are a slavishly automotive nation, with a history of mobility that goes back more than a

century. Authentic automotive addicts. And as such, we give in easily to whatever the suppliers are willing to cut into our fix. At the moment, our octane candy is being cut with sprinklings of crossover. It's troublingly stupid, but what's the alternative? SUVs? They're too painfully millennial. What about the five-door station wagon?

Bless Audi SA. How they managed to make the business case for a R1.5m-wagon here, where nobody else even dares sell an entry-level estate, is both unfathomable and admirable. Hugely.

So here I am with no family to Avant away with, no GPS destination or points of interest. Just Audi's forgotten performance-car nameplate on the key in my hand, and a musing hypothesis: can a 400kW+ wagon be easier to justify than just about any other R1.5m car?

It's easy to be swept away by the Avant RS history. Resplendent in Sepang blue, the new RS6's poignantly reminiscent of the RS2, Audi's Porsche overture: the pivotal giant-killing five-cylinder car of the early 1990s. The extended aluminium glasshouse of an estate car carries off the garish styling details better than any sedan: red-accent RS6 badges, a period-specific (that'll be the 80s) embossed Quattro honeycomb grille and huge arches at all four corners. If this was a RS Q7, it would just have looked silly in the extreme. RS6 doesn't. And wagon shapes are also more stable at speed too... #Win.

Built by entirely sensible Germans to carry (at autobahn speeds) either a) skis to the Alps, b) chemical-enhanced rural revellers and their sound equipment to trance parties in snuff-movie-set-like German inner-city locations, or c) miserable children to playdates in France, the RS6 would seem ill-purposed for Mzansi. I, for example, don't a) ski, b) do much e, or c) have custody







Clips apexes (above).  
Cruises through fields  
of gold (below).







Improperly fast and  
has sand mastering  
ability. Wagon:1, SUVs: 0





# “It’s currently the most powerful Audi you can buy”



of brats. Okay, how’s this: submarined seats yield a 1680-litre luggage capacity. That’s a lifetime’s worth of Cokes. There; I’ve dispensed with the invaluable if trivial consumer advice. I suspect you’re more interested in why anyone would ever have need for an estate car with 420mm brake rotors.

Sat at the helm, the inevitable draw of that brushed-aluminium engine-start button lures an index finger to prod it, and the RS6’s 4-litre V8 quakes. Move the shifter to D, and the first of those (almost superfluous eight) ZF gears rolls you off with an urgency that positions this Avant as one not made for moving people and their things from one point to another at all timidly.

It’s a 4.9m aluminium clash of glorious contradictions, and currently the most powerful Audi you can buy. Having two cylinders fewer than its predecessor has deleted a litre of capacity, the third-generation RS6 exchanging a 14kW power deficit for 50 more torques. Lighter, too, by 115kg. A great many things remain familiarly Audi, though: flawlessly shaped and padded seats you wish could be bought separately for your house or office, faultless ergonomics that ensure whenever you want to set the cruise control,

you do, rather than nozzle-ing cleaning fluid onto the front window. And anything that opens and closes on a hinge does so with a quality of motion that is more vault- than fridge-like.

Then there are all those RS6isms that make this blue breadvan so entirely unrelated to an A4 Allroad. But first: rain. In our beloved Mzansi, devoid of snow and black ice, Quattro’s Eurocentric USP only makes sense when the road surface contrasting your head-up display glistens with moisture delivered by evil cumulonimbus formations. Usually, fate senses the potential for a great occasion and crushes it, with the contempt of a tidal wave revaluing an ambitious coastal development. Today, fortune’s quarry zooms into view: a mountain pass, uncontaminated by parasitic rental car or agricultural traffic, but textured with sheets of cruel rain. The RS6’s proof-of-life destiny will not be so easily denied. It’s cargo of 95 unleaded must be converted to pleasure.

Engine. Gearbox. Sport differential. Set all those to ‘dynamic’, and – counter-intuitively – leave the RS6’s air suspension in ‘comfort’. Fingers on the paddles, thumbs wrapped around the coarse steering-wheel stitching: prepare for visions of the Starship Enter-





**“The RS6 is all  
the supercar  
performance  
you’ll ever need”**





## AUDI RS6 AVANT

Price: R1 465 000

Engine: 3993cc, bi-turbo V8, 412kW, 700Nm

Performance: 0-100kph in 3.9 sec, 305kph

Transmission: 8spd auto, AWD

Economy: 9.8l/100km, 223g/km CO<sub>2</sub>

Weight: 2025kg

prise's bridge after warp drive is selected, and stars distort from distinctive points of light to streaks of blur. Mr Sulu wished he had RS6-like power delivery.

Oh, about the rain: much like the honey badger, RS6 just doesn't care. Flooded road surfaces are acknowledged only by the motion of its wipers, the RS6's first principle always being the delivery of 700 torques, anywhere they're required. After a full 412kW of boost is throttled in laughably early at the first second-gear corner encountered, without any claim-free-bonus-voiding insurance consequences, you comprehend that this RS6 might actually be the car you were daydreaming about in matric physics.

It feels – and is – absurdly fast: 0-100kph in 3.9 seconds, a statistic unachievable by any other vehicle capable of carrying a ladder inside it. ZF's mercurial eight-speed transmission softens the 4-litre bi-turbo's potential brutality, but climbing the rising pitch and forbiddingly unpredictable cambers of a flooded mountain pass, with vertigo-inducing exposure half a step left of the front passenger door handle, there's nothing else this enormous that could feel even remotely as quick or suitable. With a ladder inside.

Cresting into the worst weather, I reach peak altitude; I've passed the halfway mark to nowhere in particular. There have been fast RS6s before, but this is the point where – unerringly – all of them would deliver a similar sequence of disappointment, scrubbing hugely annoying understeer into each successive corner on a technical mountain pass descent. Having Quattro traction is fantastic, but also a poisoned chalice, if time and again you use it to haul yourself out of a less-than-ideal corner posture.

Blame those huge turbocharged engines. The new RS6's V8 is not only markedly lighter, but shorter; and shrewdly, bolted into place more aft of middle than forward of those front wheels. The result is a dreadfully fast, land-yacht-large Audi that steers where you're looking to apex instead of following momentum's intended trajectory of disaster.

The rain-sensing wipers stop functioning as our

altitude drops, the road levels and again fate attempts to spoil any performance-driving indulgence, by delivering me onto a route of gravel and sand. In the real world, even hunchback-proportioned crossovers (see X6, GLE) avoid roads like this. But it would be heresy to turn around in a Quattro, wouldn't it? Renouncing that Group B rally heritage. I trigger the air-suspension's 20mm lift function, and with three properly meshing differentials, the RS6 negotiates the gravel-and-sand track with enough aplomb to embarrass most crossovers. Uncle Walter (Röhr) would have approved.

It's been a ruthless day's driving; and in previous RS6s I'd be panicking about fuel by now, but the V8's been atomising in the 15s instead of the 20s for every 100km covered. The irony of journeying alone in an Avant capable of putting adequate distance between you and even the most determined issues chasing your subconscious zen is a delicious part of the RS6's selfish appeal. Wagons are beyond the petty, biting critique car-haters direct at most things approaching the RS6's realm of performance.

I retrace my route in splendid sunshine the next day, fate having surrendered a reward after the RS6's humiliating dominance of all the weathers confronting it 12 hours before. Dry bitumen bite confirms the previous day's findings: this is a near-five-metre Audi with an agile inclination for turning; with staggering pace, effortless composure, SUV-shaming utility, and Gulfstream G6 comfort. And yes, it's pet-friendly and takes a ladder too. In a peculiar way, the RS6's too noble a car for us – a nation given to idolatry and worshipping at the altar of crossover.

Heritage can be a terrible burden; if everything is Quattro, then nothing is Quattro. The wait for the RS2 Avant's true successor has been long and testing. New RS6 has all the supercar performance you'll ever need. It's probably also more car than you'll ever use, heroically anchoring a midlife crisis nobody will ever judge you for. Try that with a ladder tied to the roof of your AMG GLE 63 coupé... **79**



# action

## 030 McLaren MP4/4

Ayrton Senna. McLaren MP4/4. Arguably the most iconic pairing in the history of F1. In 1988, at the height of the Prost/Senna rivalry, the car won 15 out of 16 races.



Is it the liveries? The focus on pure speed?  
The skill and commitment of the drivers?  
Whatever, racing cars are just plain cool

WORDS: OLLIE MARRIAGE



# heroes



## 031 Peugeot 205 T16

Group B. Words to tremble the bobble on any rally fan's hat. Cars got no cooler than the 205 T16, and drivers no more committed than four-time WRC champ Juha Kankkunen.



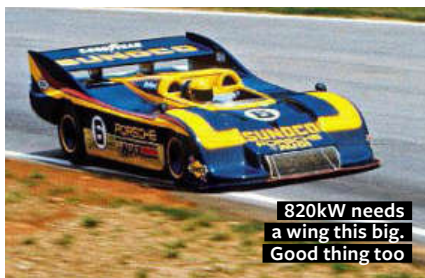
PHOTO: WILSON HENNESSEY

**"R**acing is a great mania to which one must sacrifice everything, without reticence, without hesitation." As an expression of why motorsport is cool, this quote from Enzo Ferrari gets to the nub of the matter. It's passion. Dedication. The raw heat of competition. It's about men and it's about their machines. And we love their machines – they are the

prism through which we see the sport, the focal point of our passion and excitement. It's the sense of purpose they convey, the purity of design – and yes, possibly the liveries, too. Or, at a baser level, it's all about the speed and noise. And speed and noise rule. Whether it's a Porsche 956 flat in fifth on the Mulsanne at Le Mans, a Peugeot 205 T16 crackling and popping its way through a forest, a slithering

Maserati 250F, straight-six rasping in perfect tune with the throttle, or a BMW E30 M3 leaping kerbs at the Nürburgring, these things speak to us. They make us want to cheer at the sheer perfection of the moment, the artistry of the driver, the motion of the car. This is what racing cars do for us: they make us glad to be alive, to ache to be there, to have that experience. We all want to be Ayrton, don't we?





820kW needs a wing this big. Good thing too

### 032 Porsche 917/30 CAN-AM

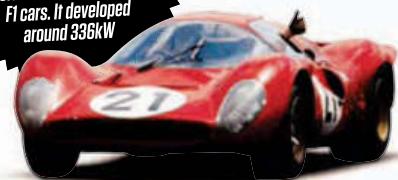
The Canadian-American Challenge Cup did have rules, but those rules still permitted a 5.4-litre flat-12 with twin turbos; 820kW in 850kg, the 917/30 swept all before it in 1973, winning six of the eight rounds.



### 033 Maserati 250F

One of the prettiest Formula One cars ever, the straight-six-powered 250F claimed two world championships in the hands of Juan Manuel Fangio. Stirling Moss claimed it was the best front-engined car he ever drove.

**FYI**  
The P4 used a three-valve-per-cylinder head design borrowed from Ferrari's F1 cars. It developed around 336kW



### 034 Ferrari 330 P4

The 1967 P4 was Enzo Ferrari's riposte to Ford after the humiliation of the GT40's clean sweep of the Le Mans podium the year before. It won at Monza and Daytona, but at Le Mans, the GT40 was victorious again.



The only time a Ferrari has rallied. Sort of. Stratos used a Dino V6

### 035 Lancia Stratos

Tough to get your head around the fact the Stratos was designed as a rally car from the outset – it was, in fact, the first ever purpose-designed rally car. And styled by none other than Bertone's legendary Marcello Gandini.



### 036 Tyrrell P34 Six Wheeler

A symbol of what genuine original thinking can do, the Six Wheeler was competitive in 1976. It was never outlawed, but its speed was compromised as Goodyear failed to keep developing the 10-inch front tyres.



052



053



054

## THE BEST RACE TRANSPORTERS

Because cool racing cars deserve to be carted about in style

>> How do racing cars get to racing circuits? On the back of racing transporters, of course. Sounds like the start of a joke, but isn't. Sorry. Anyway, nowadays they tend to be a generic bunch. Big, smooth-sided articulated trucks buffed to a most unlorry-like glossy sheen so that the lead sponsor's livery looks smart and we can read the littler logos. It wasn't always like this.

If a new transporter wants to attract attention, it needs to do something cool. Which, until the **Lotus F1 Renault truck (053)** came along, they

never did. They'd clearly been sniffing something high-octane when they thought that jumping a truck over an F1 car was a sensible use of expensive resources. The only way it could have been more bonkers was if the roles had been reversed...

Remember the Soviet Scud missile launcher? It terrified Cold War America, but clearly inspired a chap called Tony Fox, who decided to employ the same concept when designing the **Bonneville Boss (052)**, a transporter for his 'Proud American' LSR car. By moving under its





## FYI

Moby Dick only has a four-speed manual. As a result, first is good for over 160kph and second for almost 240kph



## 037 Porsche 935/78 Moby Dick

Only the coolest cars get a nickname. OK, Moby Dick might not have been meant kindly, but at Le Mans in 1978 this was faster than all the prototype racers, recording a 367kph maximum.



## 038 BMW E30 M3 Touring Car

1987: seven touring car championships, two hillclimb championships, two rally championships and outright victory at Rally Corsica. Small, tough and probably the world's most adaptable racing car.



## 039 Mazda 787B

A blown headlamp bulb. That is allegedly the only fault incurred by the Le Mans-winning 787B in 1991. The triple-rotary engine was detuned from 671kW to 522kW for 24hr longevity, but the noise...

## 040 Lola T70

Lola was the minnow, taking on the likes of Ferrari and Porsche in late-Sixties endurance racing. Not only were they competitive, but with a big-block V8 in a belly-scraping chassis, they made a sound that was simply to die for.



## 041 Audi 90 IMSA GT

We get excited about stance now, but has anything ever sat better on its wheels than this? Post Group B rallying, this is what Audi turned its technology to: 537kW through all four 14-inch-wide tyres.



055



056



057

own steam, the lowboy transporter proved faster than the car it carried.

Germany did it properly. In the Fifties, Mercedes famously converted a 300 saloon into the 'Blue Wonder' Renntransporter (054), while on a smaller, but perhaps even cooler, scale, Porsche adapted a VW T1 to create the Porsche Rennendienst (056) pick-up for its Formula V cars. The original engine was exchanged for a Porsche 914 lump and tuned, it's rumoured, to more than 149kW.

**"Lotus F1 had clearly been sniffing the high-octane"**

With the ability to carry one D-type inside and two on top, the Ecurie Ecosse transporter (055) was commissioned after the team's success at Le Mans in 1957, but the purpose-built one-off didn't arrive until 1960. Achingly cool, though. As is the Fiat 306/2 Cobra Ford (057) transporter, which had already seen service with Maserati and others by the time Carroll Shelby acquired it to cart his Daytona coupés about. Race teams of 2015, take note: more like this, and less of the lookalike stuff, please.





### 042 Gurney Eagle-Weslake Mk1

A pretty, pretty grand prix car with a very transatlantic gestation. Designed by a Brit, it used a British engine, but was built in America and raced by American Dan Gurney. It won a GP at Spa in 1967.



### 043 Auto Union Type C Hillclimb

Twin rear wheels are where it's at, or at least they were in the late Thirties when Auto Union's GP masterpiece turned its hand to hillclimbing. Hans Stuck was all but unbeatable in the mid-engined Type C.



### 044 Lotus 72

The car in which Jochen Rindt became the world's first posthumous world champion in 1970. The 72 was so far ahead of its time that Lotus used the same car for five years. And yes, the JPS livery is now 45 years old.



### 045 Porsche 959 Dakar

The 959 was designed around Group B race and rally regs, so when that series was killed it made sense for Porsche to do something else with its hi-tech test car. The answer was Dakar. In 1986, it got a 1-2 finish. Job done.



### 046 Chaparral 2J

It looked like a vacuum cleaner, because it was a vacuum cleaner. Skirts and twin fans meant the 2J was fastest by two seconds per lap at the opening round of the 1970 Can-Am series. Outlawed soon after.



### 049 Peugeot 208 T16

Eight minutes, 13.878 seconds. That's how long it took Sébastien Loeb to pilot the T16 up Pikes Peak in 2013 and instantly cement this 652kW, 875kg car in motoring folklore. It'll never race again. It has nothing to prove.



### 047 Audi Sport quattro SWB

Audi gave us the quattro and revolutionised rallying. Four years later it metamorphosed into something utterly outrageous with carbon Kevlar bodywork and over 373kW. 0-100kph was recorded at 3.1 seconds.



### 048 Ferrari 250 GT SWB Breadvan

What's cooler than a Ferrari GTO? A GTO estate, clearly. No, not really. The 'Breadvan' was the result of a privateer wanting to beat Ferrari itself. And at Le Mans in 1962, it was doing so, until it retired with driveshaft failure.



### 050 Porsche 956

The Nürburgring record is not a cool thing. But the fact it's held by this car, driven by Stefan Bellof during qualifying for the 1983 1000km race, is cool. Explain? No explanation needed. The 956 makes it cool.



### 051 Mercedes-Benz 300SLR

It's widely believed that if it came up for auction, 722 would be the most expensive car ever sold. That's not why it's here, though. It's here because of its victory at the 1955 Mille Miglia in the hands of Stirling Moss and navigator Denis Jenkinson, who enhanced the German engineering with British nous – Jenks's inventive pace notes were vital. The car itself is a thing of unutterable beauty.





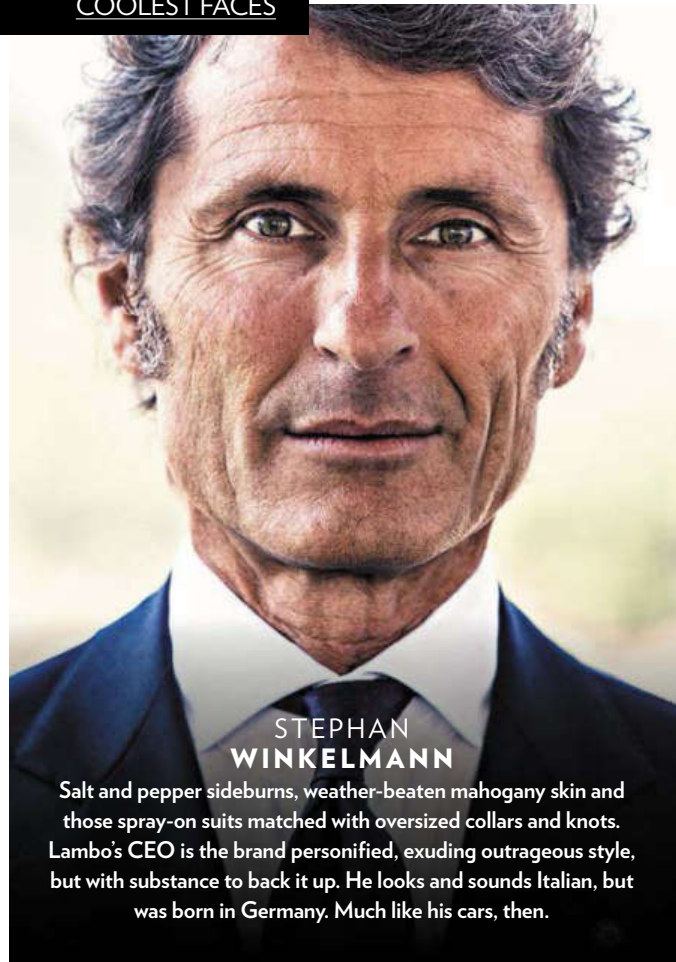
# *THE 10 COOLEST*

*Immortalised by word and deed and sheer style...*

# FACES

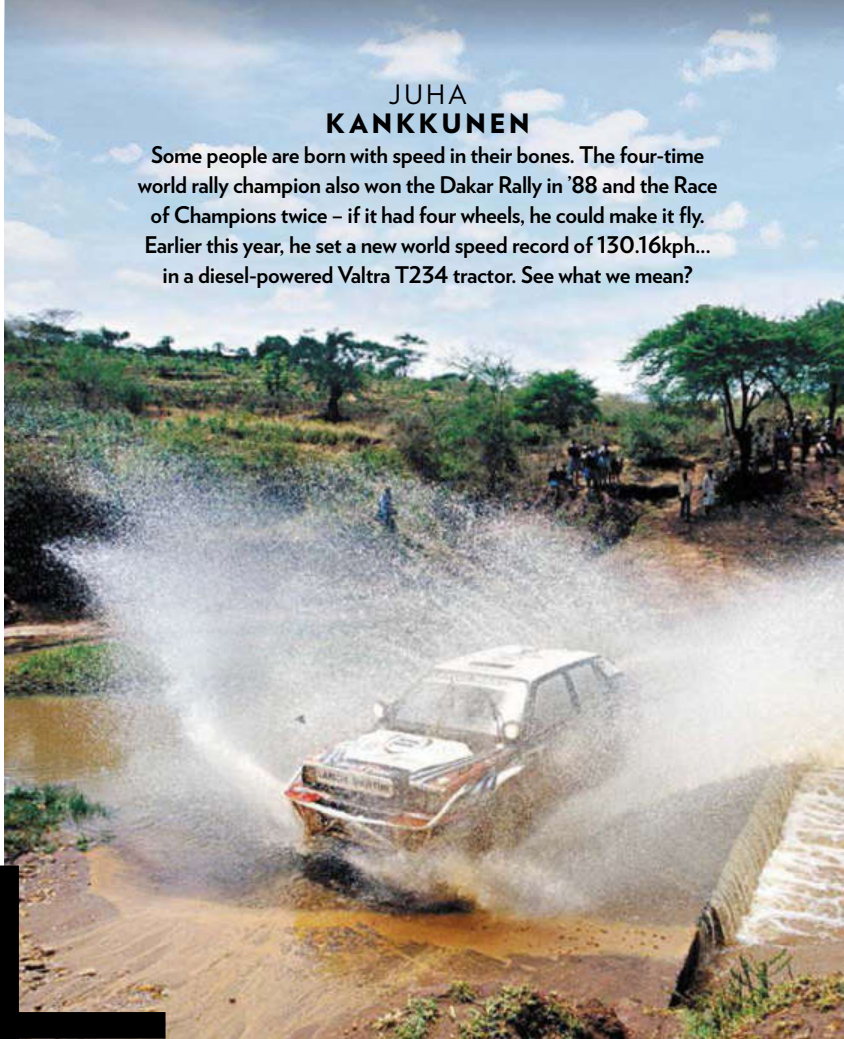
FOREVER IN MY HEART  
#17





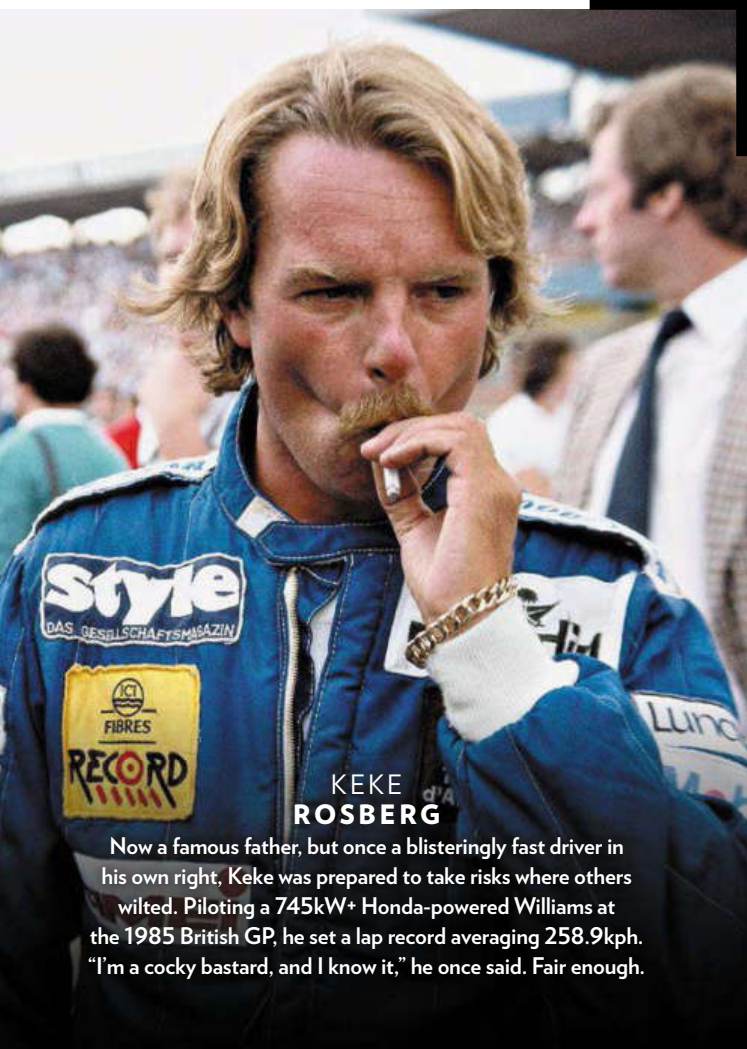
**STEPHAN  
WINKELMANN**

Salt and pepper sideburns, weather-beaten mahogany skin and those spray-on suits matched with oversized collars and knots. Lambo's CEO is the brand personified, exuding outrageous style, but with substance to back it up. He looks and sounds Italian, but was born in Germany. Much like his cars, then.



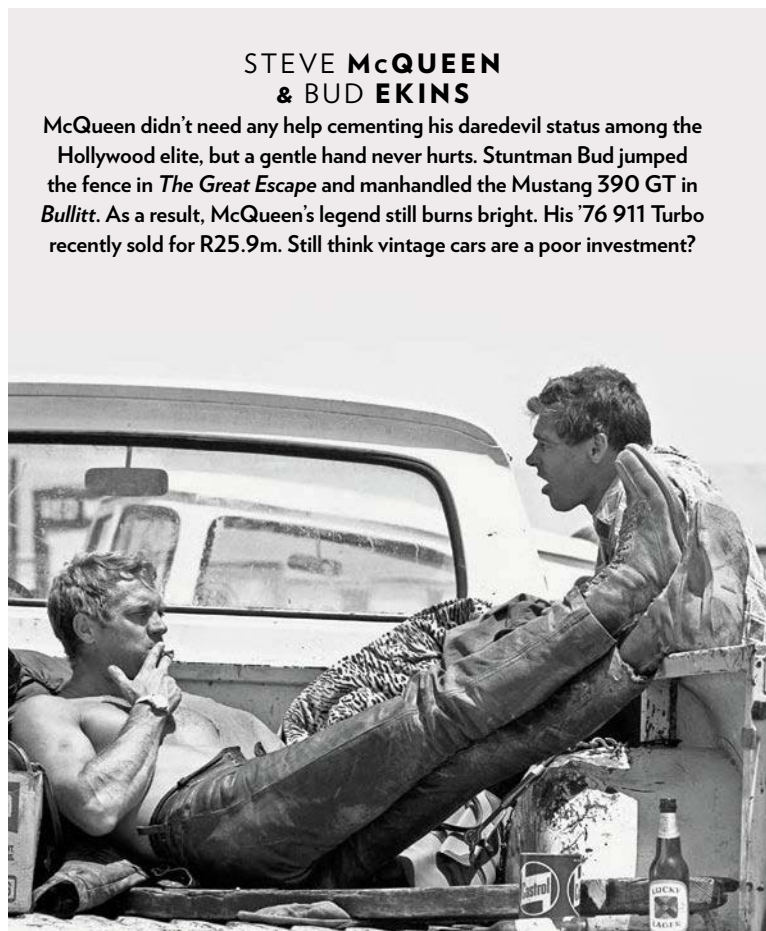
**JUHA  
KANKKUNEN**

Some people are born with speed in their bones. The four-time world rally champion also won the Dakar Rally in '88 and the Race of Champions twice – if it had four wheels, he could make it fly. Earlier this year, he set a new world speed record of 130.16kph... in a diesel-powered Valtra T234 tractor. See what we mean?



**KEKE  
ROSBERG**

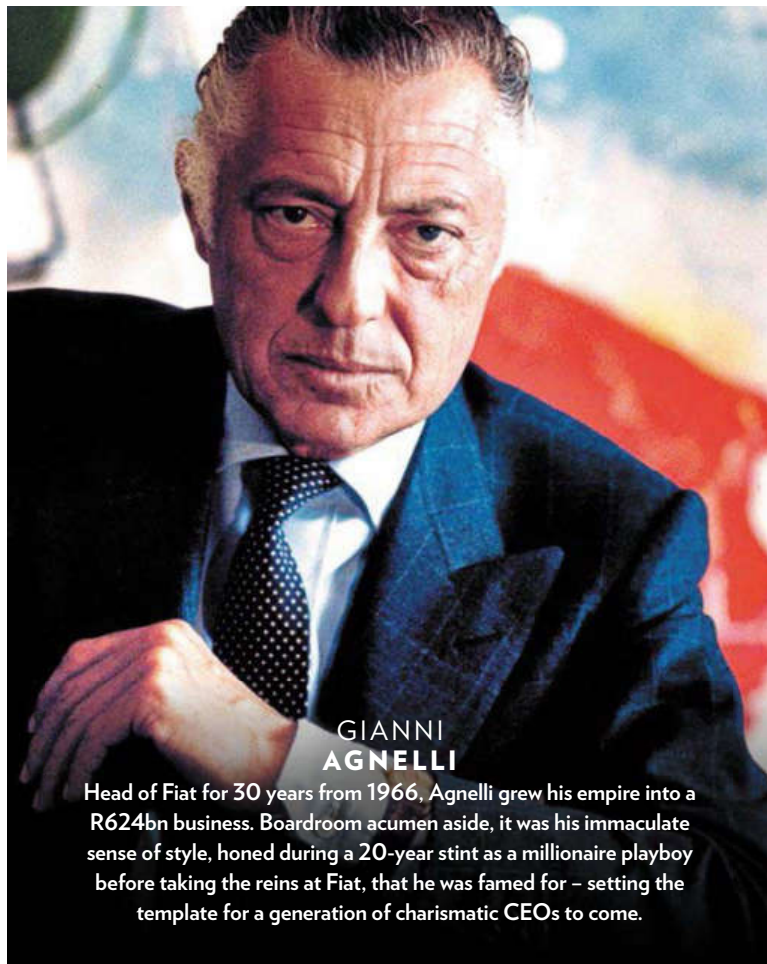
Now a famous father, but once a blisteringly fast driver in his own right, Keke was prepared to take risks where others wilted. Piloting a 745kW+ Honda-powered Williams at the 1985 British GP, he set a lap record averaging 258.9kph. "I'm a cocky bastard, and I know it," he once said. Fair enough.



**STEVE McQUEEN  
& BUD EKINS**

McQueen didn't need any help cementing his daredevil status among the Hollywood elite, but a gentle hand never hurts. Stuntman Bud jumped the fence in *The Great Escape* and manhandled the Mustang 390 GT in *Bullitt*. As a result, McQueen's legend still burns bright. His '76 911 Turbo recently sold for R25.9m. Still think vintage cars are a poor investment?





## GIANNI AGNELLI

Head of Fiat for 30 years from 1966, Agnelli grew his empire into a R624bn business. Boardroom acumen aside, it was his immaculate sense of style, honed during a 20-year stint as a millionaire playboy before taking the reins at Fiat, that he was famed for – setting the template for a generation of charismatic CEOs to come.



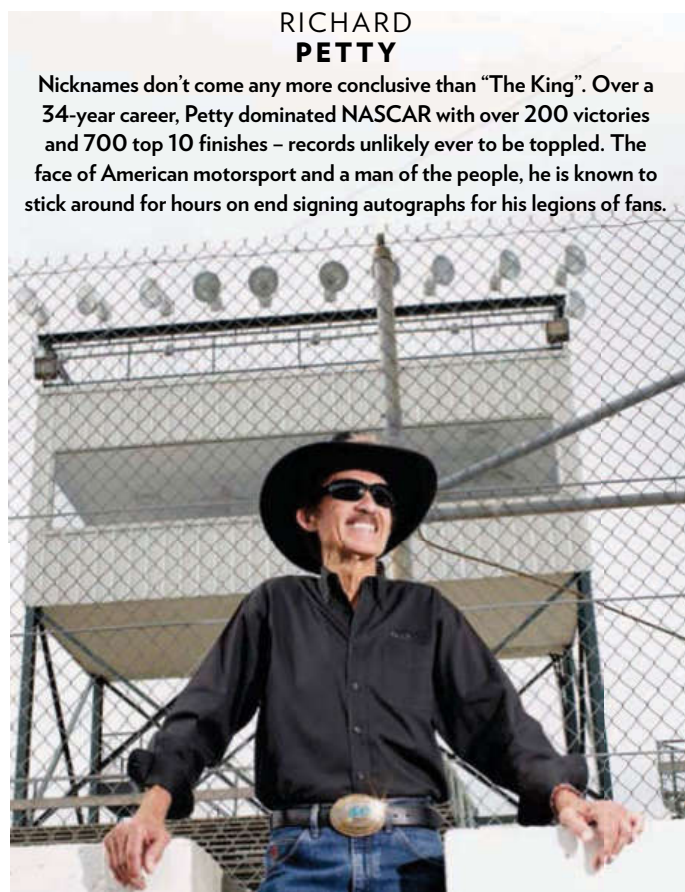
## BARRY SHEENE & JAMES HUNT

We exist in an age where, for big-money racing teams, having a polished PR machine comes before real personality. Hunt and Sheene did their own PR, usually with a fag on the go, a bottle in hand and a bird on each arm. One dominated on four wheels, the other on two, but both rarely had their racesuits above their ankles.



## DANIEL RICCIARDO

Friend of *TopGear* and perpetually smiley, Ricciardo might be trailing Hamilton in the F1 world championship, but he's got the silverware that matters – smashing Lewis's *TopGear* lap record in the Suzuki Liana earlier this year. If there's a more amicable and talented driver out there, we've yet to meet him.



## RICHARD PETTY

Nicknames don't come any more conclusive than "The King". Over a 34-year career, Petty dominated NASCAR with over 200 victories and 700 top 10 finishes – records unlikely ever to be toppled. The face of American motorsport and a man of the people, he is known to stick around for hours on end signing autographs for his legions of fans.





## 058 Nissan Champ

Never has something so small worked so hard with so little. Nissan's rear-wheel drive compact bakkie was such an unbreakable load-carrier, they just carried on producing them – outselling rivals 30 years more modern in design. Never seen going anywhere slowly, the Champ tutored entire generations of us in the art of elementary oversteer.



## 059 Jaguar F-Type

'Son of E-type' is quite the burden to bear. Of course, the F-Type could never replicate the elegant minimalism of its distant forebear – blame modern crash regs for that – but makes up for it by being a) rather damn pretty nonetheless, and b) madder than a box of particularly mad frogs. The range-topping V8 R is as rabidly oversteery as anything TVR ever mustered, with one of the prettiest bottoms of the 21st century thrown in for good measure.



## 060 McLaren F1

The vision of one man with a very single-minded vision. Driving perfection. Gordon Murray's masterpiece couldn't have been conceived by a team: it's too pared-back for that, without an ounce of flim-flam. Under the OED definition of 'purity of purpose' you'll find a) sharks and b) the F1. If there's such a thing as a supercar that's not over the top, this is it. Held the title of World's Fastest Car for 12 years, so screw you, technological progress!



## 061 Lamborghini Countach LP400

Behold the wedge. The Italian Seventies icon defined the modern supercar silhouette, and aged with delicious disgracefulness.



## 062 Honda NSX

Honda's 'everyday supercar' proved mid-engined fast wasn't the sole preserve of Italy. Also Senna-endorsed, which helped.



## 063 Toyota Corolla RSi

Looked like a rental but with 20 valves, 115kW at 7800rpm, a short-ratio box and sorted suspension, SA's ultimate Q-car.



## 064 Merc 280SL Pagoda

Sure, the 'Gullwing' 300SL would be the obvious choice of Old Merc, but the Pagoda is subtler. And glassier.



## 065 Citroën Cactus

Minimalism is a concept that's been all but lost in the modern design world, but the Cactus strips it back to elegant basics.



## 066 Phantom Corsair

Unwittingly predicted the future of aerodynamic design, way back in 1938. Cool as the cucumber it resembles.



## 067 Rolls-Royce Phantom I Jonckheere Coupé

Yes, it has round doors. Actual portholes. The height of Art Deco extravagance; all the better for it.



## 068 BMW M1

Buttoned-up BMW lets its hair down, with a little help from Giugiaro. As close as Germany got to a V12 Italian supercar.



## 069 Toyota Century V12

Amazingly, they still make this. Bonnet-mounted wing mirrors, granite entry steps. No, really. Ultimate, timeless J-chic.



## 070 Ferrari 250 GT SWB

If the Sixties were the high point of car design, the 250 GT SWB was the high point of the Sixties. Design perfection.



# 071



## BMW 333i

An indigenous project to offset the disappointment of BMW's original e30 M3 being LHD-only, it was a car of ambitious genius. Borrowing a 7-Series six-cylinder engine from the 733i, it was enhanced with Alpina bits to tune it to 145kW. Due to underbonnet space limitations it was available only with either power steering, or aircon, but not both. A five-speed Getrag dogleg 'box added DTM cachet, and securing rear traction was a 25%-bias locking ZF differential. It was properly unique, and remains the quintessential 1980s South African performance icon.

**FYI**

The original Fiat 500 from 1957 boasted an unbelievable 10kW from its 479cc engine. Poweeerrrr!



## 072 Fiat 500

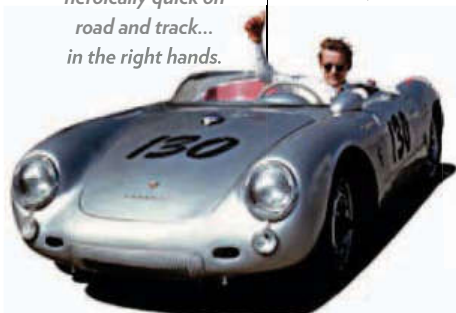
Conceived to do nothing more glamorous than bring cheap transport to post-war Italy, the humble Cinquecento became the wheeled manifestation of *la dolce vita*. Cute but not cutesy, simple but not stingy. Speed? Reliability? Who needs 'em when the alternative looks this good?

## 073 Porsche 550 Spyder

The first true race-bred Porsche, the 550 was small, aluminium-bodied, and despite a modest flat-four slung out back, it was heroically quick on road and track... in the right hands.

**FYI**

James Dean's "Little Bastard" was upgraded by George Barris, car customiser of Batmobile fame



## 074 Alpine GTA

The Eighties were not, in truth, the coolest of times for cars. The belligerent Alpine offered a Gallic shrug to curvy aesthetics in favour of brute aero efficiency. Bof!



## 075 Lotus Elite

Shooting brakes are inherently cool, and what's cooler than a shooting brake from Norfolk, replete with fibreglass bodywork? A shooting brake that's NOT from Norfolk, you say?



## 076 Audi A2

'Five-door German mini-MPV' isn't much of a recipe for cool, but the A2 transcended its class through elegant, clean-sheet engineering. See also: BMW i3.



## 077 BMW 2002tii

OK, it saved BMW as a company. OK, it basically invented the sports saloon genre. But the tii's real class lay in the fact it drove as crisply as it looked. Which was 'very'.









THE  
Coolest  
CARS  
EVER

# FREAK AND UNIQUE

WORDS: JASON BARLOW /  
PHOTOGRAPHY:  
JOHN WYCHERLEY

Meet the 522kW,  
R72m Pagani  
Zonda LM. This is  
what happens  
when Horacio  
really cuts loose

'C

oachbuilding'. Doesn't sound right, does it? It has the whiff of stiff-shirted Victorian artisans polishing walnut until they can see the reflections of their handlebar moustaches.

Now try *carrozzeria*. In their pre- or post-WWII pomp, these guys weren't just panel beaters, they were true alchemists. Princes, playboys and industrialists patronised them in much the same way as Vienna's archdukes and barons kept Beethoven afloat the previous century.

Right now, we're living through high times for high-end cars, and fashion has given Italy's *carrozzeria* a renewed lease of life. Both Touring Superleggera and Zagato debuted new, ultra-low-volume cars at Villa d'Este this year. Ferrari's SP division is reprising the company's roots in one-offs, indulging its wealthiest clientele with often surprisingly whimsical results.

Rarity is the ultimate calling card, and nothing is more rare or more desirable than a one-off, especially if it's Italian. Or, best of all, a Pagani.

Horacio Pagani, of course, is actually Argentinian, and his wonderful little company isn't strictly speaking a *carrozzeria* at all (or that little – turnover was R850m last year). Nor is it a conventional car company. Not since Enzo Ferrari has an individual followed their vision with such singular passion. Pagani's cars have more in common with Fabergé eggs, or Stradivarius violins, or maybe even an 18th-century symphony. Pagani himself has a well-documented fascination with the Italian Renaissance, and named one of his sons Leonardo (Da Vinci-inspired, rather than DiCaprio).

The story is almost a fairy tale. With the help of his fellow countryman Juan Manuel Fangio, Horacio got his foot in the Ferrari door, and was offered a position in the Formula One team by the great Mauro Forghieri. He declined, opting instead to join Lamborghini, starting as a third-level manual worker, back in 1983. This was the lowest rung on the ladder. He was a grafter.

An early evangelist for carbon fibre, Pagani lore has it that when Lamborghini suspended its special projects division during the early-Nineties, Saddam-Hussein-triggered, geopolitical meltdown, Horacio effectively fired himself so he could follow his muse. He bought his own autoclave. He began work on his own car. The C12 appeared five years later, in 1999.

Pagani will build you whatever you want, not because the company is riding the bespoke bandwagon for all it's worth, but because it helped resurrect the bandwagon in the first place, then gave it some carbon-fibre clothes. Now *TopGear* is barrelling through the night, out of Rome, for a rendezvous with a Zonda that can lay claim to being the ultimate in a series of cars which long ago outgrew the adjective 'ultimate': the LM. Owner and factory apart, only *TopGear* will ever be permitted to drive it. What we have here is maximum Zonda, a road-going echo of the Zonda R track machine, a step beyond even the Cinque... R72m of 522kW-plus carbon-bodied exotica.





**Zonda LM is a two-year labour of love for Horacio Pagani and the car's Argentinian owner. Exhaust is made of Inconel and titanium, gearbox is Cima race-bred six-speed sequential**



**Fantastic on wide, empty roads. But not snowy or icy ones**

As you can imagine, this is not an opportunity to be taken lightly. The last time I drove a Zonda – an F, the day after a cultural exchange with Horacio in, er, a Lincolnshire curry house – I had what's known as a 'moment' right in front of the great man, exiting Club corner at Silverstone. A low-speed moment, thankfully, and in honour of Gilles Villeneuve, who did exactly the same thing on his F1 debut for McLaren at that very track in 1977 (on every corner, in fact). That's what I told him, anyway. Just finding the limits, H.

Today we're in Gran Sasso, a vast tract of impossibly beautiful national park inland and not far from L'Aquila – still recovering from 2009's terrible earthquake – on Italy's eastern seaboard. There will be no limit-baiting up here. Even Italians don't bother visiting all that often (although Mussolini 'fans', and depressingly for Italy there are still some, make the pilgrimage, as he was incarcerated up here, in Campo Imperatore, before being rescued by the Nazis), spoilt for natural pulchritude as they are. It's their loss. Not only does the road unfurl in a sinuous ribbon through serrated mountain peaks, it's virtually deserted. Better still, the full-lock hairpins at the lower end give way to long, fast, possibly even full-bore fifth-gear sweepers and straights.

The thought of fifth gear up here in the Zonda LM makes my throat constrict a little.

Many, many things bounce around your brain as you grapple with a Pagani for the first time. As befits Horacio's enlightened remit, this is as close as any car comes to being a piece of art or sculpture. Just sitting in it

seems enough to defile it, never mind driving the thing. It's possible that a Zonda is ensconced on the 22nd-floor penthouse of a Tokyo skyscraper alongside a grand piano and a Picasso. Inside and out, it's such a triumph of construction and design that this squandering of its real *raison d'être* isn't as offensive as it could be.

On the other hand, Zonda is the perfect vehicle for anyone who reckons that the contemporary supercar isn't as scary as it should be. The quality and uniqueness of the experience is what characterises truly memorable cars these days, which is why a Rolls-Royce Phantom or Bentley Mulsanne Speed is worth the price of entry. But in a world where a Honda Civic has 224kW, fast cars need to be something extra-special nowadays.

The Zonda delivers fear and demands respect. Alongside the knurled aluminium switches and the steampunk influence, the atmosphere inside is loaded with the unusual and distinctive emotion that only comes when you're driving someone else's one-off masterpiece up an Italian mountain. A mountain that still has fingers of ice and snow clinging to the uppermost part of the road.

And do you know what, this really is a scary car. It has that wonderful fighter-jet cockpit feel, and the LM's nose features tumescent new front wings that give it a son-of-LMP1/Group C racer throwback look, enabling you to place it on the road accurately. It has electrifying turn-in, which helps too. But it gets Kim Kardashian-wide at the hips and beyond, over-your-shoulder visibility is negligible, and it's oh-so-very fast. It doesn't





Driving position is superb, even for the taller pilot



# “THE THOUGHT OF FIFTH GEAR IS MAKING MY THROAT CONSTRICT”

like to trundle or tootle, and the non-airbagged wheel wriggles constantly in your hands. It makes a Bugatti Veyron feel like a Polo BlueMotion.

It's a very special place in which to sit and be slightly scared, though. Engineering is one thing, but you've got to love a car created by a man who clearly knows his Michelangelo from his Michael Schumacher. For something designed to plonk you directly onto the expressway to visceral fun, the Zonda is impressively pretentious. I've never used my iPhone's camera to take pictures of a throttle pedal before, and the indicator stalks are like RKO-era Flash Gordon rocketships. Yes, Horacio has definitely watched Fritz Lang's *Metropolis*. And it's all peerlessly executed.

Well, almost all. Oddly enough, a not-unimportant piece of switchgear fails as I'm still getting to grips with the car. It's the ASR traction-control button (a parts-bin Mercedes item, ironically), which disappears into the area beneath the gear selector the second time

I press it (not that hard, honest). I rummage about, but don't want to get my finger wedged in the aperture. Two issues immediately present themselves: I've broken the car, and more worryingly, I now don't know whether the traction control is on or off (there's no light in the main display).

There's only one way to find out. Peeling into a tight, uphill right-hander, I give

that funky throttle pedal a prod. There's a 7.3-litre AMG V12 right behind my head, similar in configuration and level of tweakage to the Zonda Cinque. Do you know the physics behind the low polar moment of inertia, the principle that explains why mid-engined cars snap suddenly once grip has expired? I do, and the LM is a hell of a place to get reacquainted. I seem to spend so long staring swivel-eyed out of the side window I can identify the strata in the rock face.

The LM's owner lives on the other side of the world, but the car is registered in Andorra. I'd like us to remain friends. When I ask Pagani's fantastic (and fantastically named) Luca Venturi what sort of business the owner is in, he smiles and says without a trace of irony: "Lots of businesses." Apparently he worked with Horacio for two years on this car, and the result – as the badge on the engine bay says – is "one of one".

It's also deliberately bipolar. An Italian tricolore runs the length of the driver's side, with the German national colours on the other (the owner has German roots). They meet at the prow of the Zonda's bonnet, and even appear on the brake calipers and in the headrests. The highly personal nature of Pagani's products puts this beyond objective debate. Um...

There's no doubting the rest of it, though. The reworked nose also contains a new headlight design. If you can get past that, the exposed carbon fibre remains a stunning Pagani USP, but even that is outpointed by the LM's roof-mounted air intake and fin and rear-wing party trick. The Cinque summons 750kg of downforce







LM is Zonda with added wing. Lots of added wing



“IT EXPLODES INTO LIFE BUT SETTLES INTO A CULTURED IDLE”

## ARE SUPERCARS COOL?

Are supercars cool? Are you serious? How is this even a question? OK, it all depends on your perspective; but there is a risk with supercars that they can be a bit... much. Needlessly ostentatious. Rather mirror-finish Aventador.

To be cool, a supercar has to be credible. It needs to be underpinned by a proper design ethos, to offer something tangible, whether that's in its technology, styling, engineering or driving dynamics. Extravagance alone is not enough

– there needs to be a fundamental point to the car, otherwise it's just a show pony.

By definition, every supercar is phone-camera clickbait, but it should wear its abilities lightly, come across as effortless, confident without being showy. Yes, they might all be driven through Knightsbridge, but the key is that they shouldn't look at home there. There needs to be an element of caged animal about a supercar in a city. Cool? It's a surprisingly fine line to tread. Pagani does it perfectly.





at 300kph – the McLaren P1 GTR has a weedy 660kg at 240kph – so Lord knows what the LM is generating. Gran Sasso is not the place to verify it, but this could well be the most outrageous-looking and aero-effective road car of all time.

Supplies of AMG's 7.3-litre engine are dwindling, and although the LM's has never been on a dyno, Pagani reckons its power output is now well north of 700 horsepower (522kW). Consider this car a testimonial. Its red line has been raised to 7500rpm, and the exhaust system features an Inconel ceramic-coated manifold and titanium muffler. It's blue and extremely expensive-looking. It, too, would win plaudits from idiots in polo necks if it were mounted on Charles Saatchi's wall, Gatling-gun exit set-up and all.

The LM explodes into life with the expected ferocity, but settles into a cultured idle, which is unexpected. On the sweeping superstrada towards our location, the inner child is suppressed long enough to appreciate an amazingly supple ride, courtesy of a suspension set-up whose magnesium uprights, titanium springs and Öhlins dampers mimic the same competition cars

the LM's styling draws from. As the LM's core is made of Pagani's patented carbon-titanium über-material, its sense of structural integrity, the immediacy of its movements and its body control will be unlike anything you know unless you're a top-flight racing driver. No wonder Lewis Hamilton keeps one in Monaco.

Probably a proper manual, though. The LM uses a six-speed robotised sequential 'box made by Cima, and it's kinda old-school. Which is to say, it's a good job I quite like the challenge of mastering upshifts without smashing my head into the Italian flag that's stitched into the headrest. There are three modes – Comfort, Sport or Race – all of which demonstrate how rapidly flappy paddles have come on in the past decade. The paddles themselves are lovely, and although fixed to the steering column still easy to use, even on full lock. But the new hypercar kings – Ferrari, McLaren, Porsche – are now playing this bit of the game on fast-forward.

The other big challenge comes from simply holding on when you open the taps. The road to the top of Gran Sasso unspools into a spectacular – and welcome – straight, giving you some idea of this crazy landscape. It even looks lunar.

The Zonda beams its way across the plain, part-Batmobile, part-spaceship, and I can see it shed tiny nuggets of rubber from those vast 335/30 Pirellis on what is a pretty abrasive surface. If it started to hover above the surface or take off altogether, it wouldn't be that surprising.

In first or second gear, the chassis electronics struggle to cope (I've sussed the ASR), but beyond that, it's one of those experiences that takes all the stuff you thought you knew about 'fast' and rearranges it. Never mind trees and hedges blurring past, the Zonda LM can make entire mountains disappear. Brake hard, and they all rush back into view again. It's surreal and unreal. It's emotional. Cerebral. Overwhelming.

It's also truly personal. That, I believe, is the essence of Pagani's success. Engineering and execution are of the highest possible standard, but they also channel the spirit of a simpler era when young and old men fashioned a piece of aluminium into something transcendent. Money can buy most things, but this sort of experience is priceless. These days, the wealthy are pouring cash into tangible assets, like art or cars. Pagani has figured out how to combine them. **76**





THE  
*Coollest*  
CARS  
EVER

# LAND SPEED COOL

Give a man a machine, and he will try to make it go faster. Here are the coolest land speed record cars of all time...

# 079

## Spirit of America

"The Right Stuff" was a phrase that could have been coined for Craig Breedlove. Just like the post-war experimental test pilots, Breedlove wasn't short on bravery or machismo. In 1963, he took his radical three-wheel, jet-powered Spirit of America to Bonneville, and went 655.72kph. The FIA refused to ratify the record on the grounds that the wheels weren't driven and there were only three of them. The following year, the FIA agreed to permit non-wheel-driven cars, but insisted they had to have four wheels. Breedlove, presumably waving fingers in their direction, went back to Bonneville and held the taps right open. For too long. At the end of his second run, with a 846.97kph average in the bag, he crashed, skidding for eight kays before hitting a telegraph pole and landing in a lake. He was back again the following year.

### 080 Thrust 2

Richard Noble is cut from the same cloth as the original pioneers of speed. Thrust 2 was built on a shoestring, left under a tarp at Black Rock between runs, and driven with real derring-do.

### FYI

The fuel EX 181 used wasn't nice: 86 per cent methanol, with added acetone, nitrobenzene and sulphuric ether

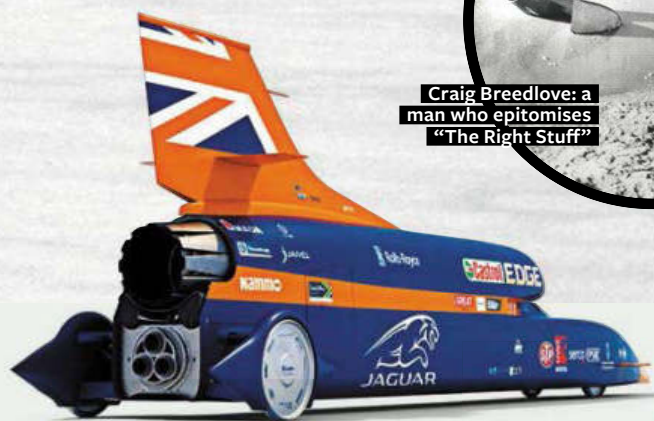
### 081 MG EX 181

MG? Record-breaking? Yep, it really happened. Back in 1957, MG streamlined an A, extracted 216kW from the 1.5 and achieved 395.32kph. The driver? Stirling Moss.

### 082 Babs

Babs epitomised the first era of record breaking. Vast aero engine, chain drive, gutsy chap. It took the record to 275.23kph but later crashed, killing its driver, John Parry-Thomas.





### 083 Bloodhound SSC

Engineering is cool. No need for discussion, just look at Bloodhound. A jet and three rockets, for faster acceleration than a fighter jet. Proof positive the UK still has its own right stuff.

### 084 Golden Arrow

Perhaps the most beautiful of all record-breakers. In 1929, after a single practice run, Henry Segrave took his 670kW machine to 372.48kph, a vast 39kph improvement on the old mark.

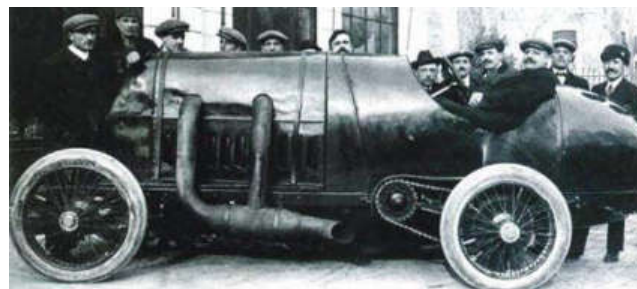


Craig Breedlove: a man who epitomises "The Right Stuff"



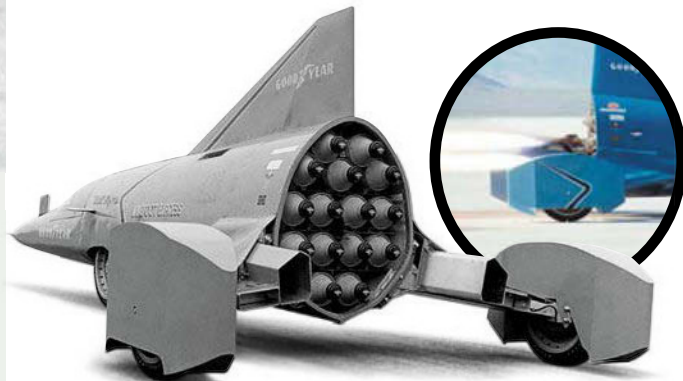
### 085 Bluebird CN7

Bluebird CN7 was an end rather than a beginning, the last wheel-driven car to hold the record before jet power – specifically Craig Breedlove's Spirit of America – took over. Donald Campbell's machine was Fifties tech at its best, a Proteus gas turbine driving all four wheels. Despite heavy support, bad luck befell Bluebird, with rain falling at Australia's Lake Eyre for the first time in 20 years... 648.73kph was a record, but way below Campbell's 804.67kph (500mph) target.



### 086 Fiat S76 'Beast of Turin'

It's 1911, and Fiat wants to wrest the record from the 150kW Blitzen-Benz. Its car sounds modern – just four cylinders, four valves per cylinder, water cooling and multi-spark ignition. And a cubic capacity of 28 353. Frenchman Arthur Duray chose Ostend seafront for his attempt. However, the local tram driver refused to change his timetable, and there were issues with the newfangled electronic timing gear. Its 224.99kph speed was never ratified.



### 087 Wingfoot Express 2

JATO stands for Jet Assisted Take Off. The US military used these rockets to help overladen planes take off, but Walt Arfons had a better idea. He'd attach 15 of them to the back of a rocket-shaped chassis, and light them off. The result? Around 781kph. Not enough. So, for 1965, Walt cut holes in the flanks, and added another 10 JATOs. Acceleration, apparently, was alarming, but the rockets burned out before the end of the measured mile. Way cool, Walt.



Efficiency taken  
to its beautiful  
(and cool) limits

088

## Volkswagen XL1

Tiny power made cool. Under the attention-magnet UFO-alike skin, behind the wing doors, exist moon-shot levels of engineering effort. Spec'd like a McLaren P1: carbon fibre everywhere, mid-engined PHEV drivetrain, endlessly honed aero, obsessive weight reduction. But while the P1 headbutts the limits of performance, in the XL1 it's all in the name of efficiency. There's joy to be found in the blinding cleverness of the XL1's minimalism, and a delight in adapting your driving style to suit.



## 089 Mercedes-Benz Unimog

The Universal Motor Gerät – *gerät* being the German word for 'machine' – has been around since 1947 and is still in production. It's basically a tractor with proper, equal-sized wheels and has seen service in virtually every practical sphere known to autokind.

### 090 Honda S800

A tiny car aimed at the MG Midget. But it was night-and-day more beautiful and sophisticated. And made by the company that was sending John Surtees out in a GP car.



### 091 Fiat Barchetta

Ah, cheap Italian roadsters. Engine thrumming, carrying dark-eyed headscarfed women and men with delusional dreams of racing off to the gelateria at sunset.



### 092 Renault 5 Turbo 1

A potty homologation special, with which Jean Ragnotti won the Monte Carlo Rally in its maiden outing. Gandini-designed wide body and orange cabin hit the Seventies high notes.



### 093 Opel Superboss

Mad special project from the friendly city of Port Elizabeth was an 125kW FWD, LSD-equipped hot hatch that terrorised six-cylinder BMW E30s on street and track. Legend.



### 094 Volvo 850 T5

Volvo's owner base was tweedy back when they introduced the 850. Then they went BTCC racing with the estate in 1994 ("lower drag"), and turboed the five-pot. Image ignited.



### 095 Porsche 911 2.7 Carrera RS

The first 911 to be called RS. Then, as now, it meant a product of the racing workshop. The 2.7 was under a tonne, alive and essential. That ducktail is cooler than any monogram.







### 096 Mercedes-Benz 500E

*Merc has form with Q-car saloons. This sedate W124 mid-ranger got the big V8 engine, chassis mods and subtly wider wings. The build was done by Benz's neighbour, Porsche.*



### 097 BMW E28 M5

*The first BMW M saloon; and yes, the first M5. A car that never pretended to be a racer, just a beautifully engineered way to get about one's business very briskly.*



### 098 Datsun 240Z

*Calling the slinky Z a Japanese E-type is no insult to it, or to Jag. It's a proper sports car, with a muscly straight-six under the looong bonnet. Tough enough for the Safari Rally, too.*



### 101 Lotus Essex Turbo Esprit

*Wedgy Italdesign shape and Essex Petroleum livery evoke the era brilliantly.*



### 102 Renault 4

*The default car for decades in rural France and North Africa, cool not so much because of the car it was but for the things it did.*



### 103 Citroën DS Décapotable

*A car of incredible mechanicals and beauty. Why not let people see who's got such fine taste?*



### 104 Lancia Delta HF Integrale

*Homologation special campaigned by all-conquering rally team. And a joy to drive.*



### 105 Aston Martin DB4 GT Zagato

*Coachbuilder's lines are so awkward, they sometimes swing back into elegance.*



### 106 Lamborghini Miura

*Made the era's Ferraris look staid. The Italian Job didn't create this diva's cool – it only sealed it.*



### 107 Ford GT40

*Le Mans royalty from Ford, the blue-collar heroes. It won four times on the trot, with stacks of great drivers. Now it's back.*



### 108 Volkswagen Golf GTI Mk1

*A car so right, its name become a generic. For many, GTIs made sports cars obsolete.*



### 109 Mercedes SLS AMG

*Those doors. That engine. Not the most exquisite-handling sports car, but then neither was the 1954 original back in the day.*



### 110 BMW 3.0 CSL

*The Batmobile. How can you not love a car so named? Becoming more relevant, as it had modern concerns: aero and lightness.*



Who says a Roller can't melt rubber?

## 099 Rolls-Royce Wraith

It's a Rolls. Which means that it's dignified, luxurious and servile. At least part-time. But flex your right toe, and this one ebulliently recasts those noble characteristics with an edge of darkness. Perverts the quiet dignity of the driving experience with its tyre-melting 471kW V12, a not-so-subtle reminder of an earlier Rolls-Royce V12, the Merlin. And subverts the idea of a coupé, piling a diagonally slashed cabin onto that classical lower body. And yet it's still a Rolls.



## 100 Ferrari 288 GTO

Revered as the first of the Maranello limited-edition hypercar bloodline, as well as the most beautiful. Its engine is a wild twin-turbo V8, the structure a bespoke steel-tube frame with a bulkhead of F1-style Kevlar honeycomb. Brutal, lovely, rare. Strange to recall that it was a bit of a laughing stock when announced, because it was a 'race' Ferrari not eligible for any races, as Group B had ended. Then people drove it, and doubt turned to awe.





# REALITY. **CHECKED**

This is no ordinary concept.  
It works. And Merc has  
given us the keys...

WORDS: JASON BARLOW /  
PHOTOGRAPHY: RICHARD PARDON



111







**I**magine being a car designer in the late Sixties. These guys let rip, and cars like Pininfarina's Ferrari 512-based Modulo and Bertone's Alfa Romeo Carabo or Lancia Stratos Zero were so far out, they invented a future we're still waiting for.

But the flamboyant, free-thinking Italians weren't the only ones blazing a trail. The Mercedes C111 first appeared at 1969's Frankfurt motor show, and its gullwing doors gave it immediate kinship with the 300 SL, the far-sighted and uniquely designed Merc that had fired the Fifties into the future. Typically for Mercedes, though, the C111 wasn't just a sci-fi show car that chimed with the cosmic times (Apollo 11 had landed on the Moon just two months earlier). This was a fully functioning prototype, initially powered by Felix Wankel's clever engine, a revolutionary technology that replaced reciprocating pistons with parts that rotate in the same direction.

Cool idea, and one that would be successfully mass produced by Mazda (though now abandoned after the RX8), but Mercedes soon walked away from it. Cost, reliability and efficiency issues outweighed the 209kW, triple-rotor's inherently smooth character and compact size.

It didn't deter the C111's evolution, though. In 1970, a further four were made, with various other versions emerging over the next decade, including groundbreaking



The future  
didn't turn out  
like this. Shame



Custom-made  
ZF 5spd gearbox  
does the job



"The C111 is clearly  
capable of going fast...  
Well, it'd be rude not to"





turbodiesels and multiple record-breakers – in 1978, the ultra-low-drag C111-III averaged 300kph during a 12-hour run at a test track. A total of 14 would be made, marking the C111 out as more of a constantly mutating conceptual family than a lone star. Nine survive, three prototypes having been scrapped and one crash-tested into oblivion.

They're currently being celebrated as part of a special exhibition at Mercedes' magnificent Stuttgart museum (it runs until November), but a renegade C111 surfaced in the UK earlier this year alongside Lewis Hamilton for London Fashion Week. When he was done with it, Mercedes asked TG if we fancied a go. It's also only possible because at some point in the early Seventies, Merc slotted the silky 172kW, 3.5-litre V8 used by its saloons into a C111, and asked ZF to design a bespoke five-speed gearbox for it. In other words, it's a proper runner, and it's even been retrofitted with a modern engine management system. A man from Mercedes called Matthias is the guy responsible, and he's here today to make sure this mobile museum piece actually makes it back there in one piece.

"So, erm, how much is it worth?" I ask, motioning to the sensational-looking orange-over-black mid-engined wedge with the anteater nose. "It's very difficult to say," he replies. "As it is such a special car. But I know that it is insured for R120m."

Quite valuable, then, never mind its status and rarity.

For a 45-year-old concept car, the C111 really is remarkable. Car companies regularly offer us drives in their latest show pony, but however eye-popping the top half might be, the underpinnings are often held together with sticky tape and glue, the resultant driving 'impressions' done on a wing and a prayer. At about 10kph.

Not here, though. Those famous doors need to be opened and closed carefully, but they're properly engineered and thump shut as solidly as any other classic Merc's. The body is fibreglass, glued and riveted to a steel chassis, and the chunky sills house the fuel tanks. A pronounced side air intake feeds cooling air to the V8, but there's a notable lack of ducts on the engine cover itself. Matthias says heat dissipation is fine.

The interior feels as well screwed together as any period Mercedes, and only the vertical centre console hints at the conceptual context. Even the air-conditioning works properly. The seats have a sturdy checked trim, the pedals line up properly with your feet, and the driving position is spot-on.

The V8 fires on the first turn of the key, and immediately settles into a mellifluous idle. First gear is on a dog-leg, and you need to push a little button nestled in the top of the gearlever to access it. But the action is smooth, and the C111 pulls away without a trace of judder or anguished clutch. I know mass-produced moderns that are harder work than this. It's probably one of the most pampered cars on the planet, but even so, it's surprisingly polite.

In fact, an unexpected issue soon arises. Although more than happy to cruise, the C111 is clearly capable of going a bit faster. Well, it would be rude not to. True to its experimental role, the car's rear suspension featured a new multi-link set-up that would find its way into the next generation of Mercedes road cars. So it actually handles amazingly well, its tall, old-school tyres expertly riding the undulations and camber changes typical of Britain's malnourished back roads. It has grip to spare, although its recirculating ball steering – as per Mercedes form in this period of its history – is not overendowed with feedback. I expect bits of trim to start falling into my lap as we dart around potholes, but the C111 stays solid and resolute.

It's almost impossible to define 'cool', but you know it when you see it. And this has it. **TG**

OUR FAVE CONCEPTS *Designers had a vision. We dream of reality*



## 112 2013 PEUGEOT ONYX

Dreamer of grand dreams, creator of one of our favourite recent concepts. The Onyx uses the 447kW diesel from the defunct 908 Le Mans racer, has a 12-piece carbon-fibre chassis, and copper body panels.



## 113 1971 MASERATI BOOMERANG

Giugiaro's Boomerang takes some beating. Built around a Bora chassis and powered by its 4.7-litre V8, the Boomerang pioneered the Seventies-defining wedge theme. Also fitted an entire dash inside the steering wheel.



## 114 1958 GM FIREBIRD III

"I envisioned an entirely different type of car, which a person may drive to a launching site of a rocket to the moon." GM design legend Harley Earl was clearly thinking of a future beyond cupholders.



## 115 1953 ALFA ROMEO BAT 5

It was the early days of aerodynamics, when all aero was informed by aircraft. The first BAT concept (there would be two more) was highly advanced, with a drag of 0.23Cd and excellent high-speed stability.



## 116 1970 PININFARINA MODULO

The greatest concept car ever. When Ferrari – incredible as it now seems – couldn't shift all 25 of its epochal 512S enduro racers, it gave a chassis to Pininfarina, whose designer Paolo Martin turned it into... this.





# OVER TO

Getting the office to agree on its long list was tricky enough, but asking for just 10? Chris Evans whittles down his dream garage



# YOU, CHRIS

## 07 Lamborghini Miura SV

*Very pretty. The wheelarches are the most perfectly pitched ever designed. Would be higher up the list, but over-expensive IMHO, and they drive like dustcarts. In fact, I don't think it's possible to design a better-looking, worse-driving car.*



## 05 Alfa Romeo Duetto

*Haven't seen The Graduate? Watch it and get back to me. Also, still very affordable – for now.*



## 04 Jaguar XKSS

*Steve McQueen owned one. Best-handling classic car I have ever had the good fortune to drive.*



## 10 Ford Mustang 1964 1/2 Convertible

*Bombproof Yank tank that sounds as sweet as it looks, and was the first production car in the world to have a factory-fitted FM radio. Never should have sold mine.*



## 09 Rolls-Royce Corniche Convertible

*The best and coolest all-round convertible ever made. Super British. Been trying to buy a decent Seventies or Eighties one for ages, Nineties, even. Super rare. Good luck, me.*



## 08 Fiat 500

*Show me someone who doesn't like this quintessential design classic, and I'll show you someone who doesn't like life. Every car collector worth his salt has a Cinquecento in their collection.*



# 01



**Sit back and relax – this is proper motoring**



## 06 Porsche 911 2.7 RS

Never owned one, but a few of my very knowledgeable car mates own them. They swear by them. Many cite it as their number one.



## 03 Aston Martin DB5 Convertible

The car James Bond should have driven. The chopped version of the one he did drive. Peter Sellers ordered one new. Gave it to Princess Margaret as a 'present'; she had it for 25 years. And now some gob-on-a-stick DJ/TV presenter has it in his garage - me.



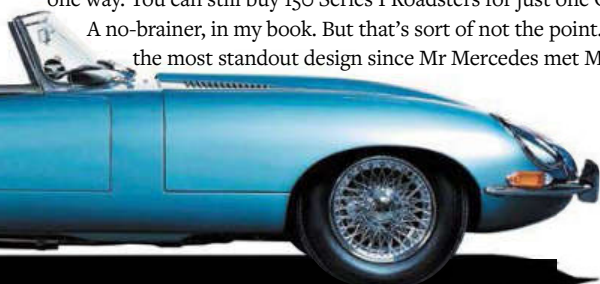
## 02 Ferrari 250 SWB Cali' Spyder

"Anyone, anyone - Voodoo Economics."

## Jaguar E-type Series I 4.2 Roadster

The car that changed everything. Made Enzo Ferrari fly into a panic and build his first-ever wind tunnel. Getting even more gorgeous as time goes by. They are now worth double what they were two years ago, and they are only going one way. You can still buy 150 Series I Roadsters for just one California Spider.

A no-brainer, in my book. But that's sort of not the point. The E-type is the most standout design since Mr Mercedes met Mr Benz.



# OUR COOLEST

After exchanging many and varied insults, TG magazine's definitive top 10 coolest is in...

**T**hink Heyneke and Jean had a bit of an argument and debate after the Springboks first RWC game? You should have been in office when we compiled this list. It was heated. Not because that's the only way this office knows how to function, but because people's parameters of what makes a car cool are as individual as the people themselves.

So we came to an agreement. Democratically. One person, 10 cars. We all voted on our favourites and then collated the info together. The car with the most votes won. That car was the Porsche 911 by Singer. It narrowly pipped the BMW i8 and Ferrari 288 GTO which were second and third, then Nissan's Champ, DS Décapotable, Fiat 500, Lancia Stratos and so on.

So there you have it, the *TopGear* office's top 10 coolest cars ever. Now it's time to go buy braai stuff, invite your mates over and argue like mad about it all.

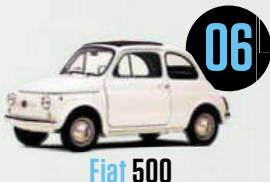
IMAGE: JEREMY CLIFF



Lamborghini Miura



Land Rover Defender



Fiat 500



Nissan Champ



BMW i8



BMW 333i



Lancia Stratos



Citroën DS Décapotable



Ferrari 288 GTO



Porsche 911 by Singer



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# GARAGE

TOPGEAR AND VERIFIED



## SUPER SUB

The bench-warmer gets a brief spot in the sun [p94](#)



[p95](#)

**RENAULT MÉGANE**  
The seat of Lance's problem



[p96](#)

**BMW 435i**  
BMW gets its race face on. With the M6, anyway



[p97](#)

**VW AMAROK**  
Well, somebody had to do it





MAZDA3 2.0 ASTINA

# Soul Provider

🚗 1998cc, 4cyl petrol, FWD, 121kW, 210Nm ⚙️ 6A 🛢️ 5.8l/100km, 139g/km CO2 🌞 0-100kph in 8.5sec, 205kph  
 🏠 1359kg 🏷️ R330 800 **Total km 1694** **Driver Owen Willoughby** **Why it's here** Is the 3 all its cracked up to be?

**W**ith our long-term Mazda CX-5 away for a nose procedure, the good people at Mazda saw fit to lend us the award-winning Mazda3 in its stead. The model we've spent the last month getting to know is the range-topping 2.0 Astina Hatch automatic.

The Mazda3 was the first of Mazda's new line-up to see the light of day since their independence from Ford late last year, and has a bit of a fight ahead. In the hotly contested C-segment hatch market, it goes toe-to-toe with the likes of the Ford Focus, the Honda Civic and the evergreen VW Golf, its rivals at the premium end of the segment.

The Mazda is off to a good start, however. Just look at it: KODO ('Soul of Motion', Mazda's design philosophy) is everywhere. With its coupé-like looks, flared fenders, swooping shoulder lines and enlarged air-dam, the Mazda3 has a svelte, athletic look.

## IN DETAIL



**SkyActiv engines rely on clever ways to beat consumption, but switching to turbocharging is an inevitability**

Adding to the sporty appearance are the 18in alloys, standard only on the Astina.

On the inside, you'll find German-rivalling refinement. A combination of leather and quality-feel plastics makes behind the wheel of the Mazda3 a good place to be. Comfortable leather seats with power lumbar support (driver only), and leather-wrapped multifunction steering wheel, handbrake and gear-lever knob all add to the premium feel.

Other creature comforts include the MZD Connect infotainment system with MP3 and satellite navigation, a seven-inch touch screen, and a rear-mounted camera, all controlled by the large knob mounted on the centre console. Though there is one issue I'm rather ambivalent about, to be honest: the heads-up display unit. It looks a bit after-market; and although it works well, they've also placed a really big rev counter where the speedo should have been.

But saving the best for last, we come to the Mazda3's crowning glory: the dynamics. Unlike its turbocharged rivals, the 3 sports a naturally-aspirated engine, brimming with SkyActiv technology cleverness. The 2.0-litre four-cylinder delivers power evenly, and throttle response is precise and immediate. Fuel economy is unremarkable; I managed an average of 7.9l/100km. And performance is let down a little by the rather dated 6-speed automatic gearbox, which becomes

very obvious when overtaking; I would have preferred a manual, to heighten the ride and handling experience. On the other hand, the suspension feels well balanced and responsive – stiff enough when you need it, and smooth enough for cruising the long roads.

Given Mazda SA's quest to regain market share and re-establish the Mazda marque, we can expect premium, well-specced products for a decent price. The Mazda3 is better-looking and more stylish than its rivals, and that's just the beginning.

## GARAGE LOGBOOK MAZDA3

### GOOD STUFF

▲ Smooth handling, and solid driving dynamics. Good value for money in its class

▲ 3-year/unlimited km warranty and service plan, with roadside assistance

### BAD STUFF

▼ Heads-up display unit could have been thought through a bit more

▼ Sluggish auto box makes overtaking difficult, masking the engine's true performance capability

## KILOMETRES AND L/100KM THIS MONTH

0 0 0 4 1 8 0 7.9







RENAULT MÉGANE RS 275 TROPHY

# Support tech

🏎️ 1998cc, 4cyl petrol turbo, FWD, 201kW, 360Nm 🏎️ 6M 🏎️ 7.5/100km, 174g/km CO2 🏎️ 0-100kph in 6 sec, 255kph 🏎️ 1345kg  
 🏎️ R449 900 **Total km 1578** **Driver** Lance Branquinho **Why it's here** As an alternative to those German AWD super-hatches

**A** nointed royalty requires a throne. King. Prince. Queen. No, not the pop stars; the real members of the nobility all make passing judgements and decisions of consequence – walk the Corgis or not, be nice to Kate's sister or not – seated on something comfortable, with a proper backrest and cranium support.

It should be no different at the helm of that most important thing in life: your car. Impeccable judgements have never been made from a Bears sofa. Proper performance cars can be tragically undone by this one component – so easily glossed over in the search for more torques to increase velocity, and cleverer magnetorheological damping solutions to manage that momentum when a straight stretch of road goes bendy.

Seats matter; and our long-term hot-hatch royalty, Renault's Mégane Trophy, has a fitting throne for the driver fortunate enough to pilot it. Mostly, that individual is me – which is somewhat unfortunate, as I have a bad lower back and hips because bikes are stupid and I tend to fall off them all the time.

The throne in question is Recaro's Sportster CS. Our Mégane has two Sport-

sters up front, to ensure a rather democratic symmetry of comfort and seated security when the Trophy starts doing what it was intended to do: be the most consummately rewarding-to-pilot front-wheel-drive driver's car in the world.

If you fly often, and consider air transit a tolerable activity, you'll know German brand Recaro as the byword for aviation seating comfort. Its automotive performance car products debuted half a century ago this year, in Porsche's 911 – a historical inevitability, as both brands are based in Stuttgart. Our Mégane's Sportster CS range originally presented in 2006.

Upholstered with leather, artificial leather (honesty points for Recaro there), Alcantara (the most impossible-to-clean material in the known universe), and stuff called 'carbon leather', it's not something you'll stumble upon in the back corner of a Lewis store. Besides looking like furniture porn, fixed on their rails in our Trophy, the Sportster CS seats retain all those hip-hugging benefits you'd expect from a bucket seat – without the parasitic debits of something so (apparently) radically shaped: hunched, cramping shoulders, and a spasm-infused back.

They're ridiculously comfortable, and crucially – unlike most dedicated circuit-

inspired bucket seats – the blend of materials breathes exceptionally well. This means that if you're driving on a Mzansi summer's day, which can be an experience excruciatingly similar to racing the Mayalasian GP, your shirt won't be cling-wrapped to your back, bonded by perspiration.

Charles. Henry. Philip. Louis. France had many kings, before the guillotine Olympics of 1789-1799. But none with a throne as good as ours.

## GARAGE LOGBOOK MÉGANE RS 275 TROPHY

### GOOD STUFF

▲ Best seats of any hot hatch: soft buckets with considerably clever shaping, and no silly hard-shell outer to scratch

### BAD STUFF

▼ Seats do a stellar job of keeping one comfortable and cool; but a black car? With black alloys? In South Africa, in summer? Radiation and temperature magnet

### KILOMETRES AND L/100KM THIS MONTH

0 0 0 1 2 3 0 1 10.5





## BMW 435i GRAN COUPÉ

# Stripes earned

🏎️ 2979cc, 6cyl petrol turbo, RWD, 225kW, 400Nm 🏎️ 8A 🏎️ 7.5l/100km, 174g/km CO2 🏎️ 0-100kph in 5.2sec, 250kph 🏎️ 1585kg  
 🏎️ R754 540 (R847 890 as tested) **Total km 3243 Driver Braam Peens** **Why it's here** Because BMWs in factory racing colours define cool

**F**rankfurt. London. Stockholm. Filming locations for the next Jason Bourne film? Sadly not. Rather, the cities I visited in September, on three different trips.

Stockholm for the launch of the Mini Clubman (read our impressions next month), London for a *TopGear* editors' conference, and Frankfurt for the world's biggest bi-annual motor show, and test drives of, erm... some of BMW's competitor products. That may or may not be featured on pages 44 and 45.

As you might have gathered, that means DN05JC GP saw limited running last month, and I don't entrust it to my colleagues when I'm away.

Connectivity was an overarching theme at Frankfurt this year; and as cars increasingly speak to networks, satellites and each other, so will the semi- (and ultimately, completely) self-driving car evolve.

Far less connected – other than to a row of laptops on a pitwall – was my favourite showpiece at the BMW stand at Frankfurt: the 2016 M6 GT3 race car. I have to admit that at the time the an-

### IN DETAIL



What, no electric seat from a R6m car?



There are M badges. And then there is this one

nouncement was made, no-one was more surprised than me to see BMW not nominating the M4 as the donor car for their grand tourer customer racing programme; but then the M4 already runs in DTM, and the M6's GT3 predecessor, after all, was the Z4. Of all cars.

If you're unfamiliar with GT3s, they're production-based, and subject to (sometimes controversial) balance-of-performance regulations, meaning the implementation of limitations on fuel-tank size, minimum weight (fixed between 1200 and 1300kg), aerodynamics or power (between 500 and 600hp, or 372-446kW) to achieve a power-to-weight ratio that allows all competitors to run on an equal footing. The FIA, the world motorsport governing body, currently has over 30 different cars homologated, with entrants from blue-chip manufacturers such as Bentley and Lamborghini to blue-collar brands such as Nissan and Corvette. GT3s typically race at national or international level in series such as the Blancpain or Pirelli World Challenge, as well as at longer races such as Bathurst, Spa or the Nürburgring,

though sadly – for political reasons – not at Le Mans.

Order books for the M6 GT3 have opened, and you can have one for €379 000 (or R5 822 867 at our Zim-dollar rate), which excludes spares, drivers and team personnel.

I'll take two.

### GARAGE LOGBOOK BMW 435i

#### GOOD STUFF

▲ BMW still does some of the best driving positions in the business

▲ 435i engine singing ever-sweetly...

#### BAD STUFF

▼ ... but will soon be replaced by a newer version (in the 340i)

▼ Cream interior tends to attract grime (centre console now a light beige)

### KILOMETRES AND L/100KM THIS MONTH

0 0 0 4 1 7 0 10.7





2.0 BI-TDI HIGHLINE AUTO 4X2

# Green piece

54 PL GP

🚗 1968cc, 4cyl biturbo diesel, RWD, 132kW, 420Nm ⚙️ 8A 🛢️ 8.2l/100km, 216g/km CO2 ⏱️ 0-100kph in 10.6 sec, 180kph 🚚 1896kg  
 ⚙️ R472 200 **Total km 10599** **Driver Lance Branquinho** **Why it's here** To see if a Touareg transmission works in a two-wheel drive bakkie

**I**f you've been driving a VW diesel this last month, the experience must have been shaded with some residual sense of guilt.

Wolfsburg's clever TDi computing strategy was not a momentary lapse of judgement and board oversight. The number is a big one: 11 million fibbing VWs are currently motoring around our blue planet (which actually has quite a lot of green, viewed from space. And a bit of brown and grey). Of those 11m VWs, we have custody of one: an Amarok double-cab bakkie, powered by what could perhaps become the most notorious engine in history: VW's 2.0 TDi.

The burden of conscience delivered to us is a crushing one. What to do? Drive it/ don't drive it? In our opinion and extensive experience, the Amarok remains the most driveable of all double-cab bakkies. Golf switchgear and cabin comfort, the benefit of a nearly infinitely adaptable ZF eight-speed transmission that's good enough for Rolls-Royce and Bentley, and swifter crankspeed pick-up from the 2.0

TDi engine than any of its larger-capacity rivals. So, no; we've been driving it all along, with no sense of contrition at all.

It's a fraught duty of responsibility though, this operating of VW's 2.0 TDi in our Amarok, and as such we've taken all imaginable precautions to ensure it's running as cleanly as possible. Why? Well, if the whole emissions scandal concerns an engine not being as 'clean' as alleged, the answer is self-evident: we must keep the 2.0 TDi as hygienic as possible, to avoid any potential discrepancy, disappointment and legal recourse.

Much assistance to this end was found in the home chemicals and cleaning aisle at our local supermarket, with all sorts of magical fluids, in an assortment of oddly candy-coloured hues. Squirt, scrub, squirt, scrub, squirt, scrub; then wipe. It's a terribly taxing and tiring routine – but, we think, one well worth doing (if executed in office time). After exhaustive cleaning, we can say unequivocally that the 2.0 TDi Amarok bi-turbo in our fleet is without question the cleanest-running diesel of its type anywhere in the universe.

Curiously, the cleaner engine has shown no debit in performance. It still surges in a manner confirming the presence of each one of those 420 torques, every time the tachometer needle rotates past 1750rpm. But our conversion into engine-sanitisation-obsessed bakkie-owners has yielded one troubling consequence: suspicion. Is it possible that all those factories, trains, trucks and industrial parks we pass on the commute each day are perhaps not as principled in addressing the issue as we are...?

## GARAGE LOGBOOK VW AMAROK

### GOOD STUFF

▲ Well, it's not a red Plymouth Fury named Christine...

### BAD STUFF

▼ Do we really need to elaborate?

### KILOMETRES AND L/100KM THIS MONTH

0 0 0 8 1 0 0 1 9.3



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LAST UPDATED ON 25 SEPTEMBER 2015

TURN OVER



HOW IT  
WORKS



AUDI

TopGear on Audi:

1 Bauhaus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendance.

A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3-door 1.0T	265 000	70	160	10.9	186	4.4	97	6/10
3-door 1.0T auto	282 500	70	160	10.9	186	4.4	102	5/10
3-door 1.4T	298 500	92	200	8.8	204	4.9	115	6/10
3-door 1.4T auto	316 000	92	200	8.8	204	4.9	112	6/10
3-door 1.8T	382 500	141	250	6.8	234	5.6	129	6/10
Sportback 1.0T	272 500	70	160	11.1	186	4.2	97	6/10
Sportback 1.0T auto	290 000	70	160	11.1	186	4.4	102	6/10
Sportback 1.4T	306 000	92	200	8.9	204	5.1	118	6/10
Sportback 1.4T auto	323 500	92	200	8.9	204	4.9	112	6/10
Sportback 1.8T	390 000	141	250	6.9	234	5.6	129	7/10
S1 3-door quattro	452 500	170	370	5.8	250	7.0	162	8/10
S1 Sportback quattro	460 000	170	370	5.9	250	7.1	166	8/10

EURO NCAP: ●●●●● L: 395cm W: 174cm H: 141cm  
Boot: 70/920 litres Fuel Tank: 45 litres

1

**TG SPEAKS**

Our verdict on the brand

2

**SOME WORDS...**

...about the car. These may or may not find favour with you

3

**FUEL ECONOMY**

Less is, um, more. same applies to 0-100kph, too

4

**MODEL CHOICE**

You won't find every car here, just the ones that count

5

**CRASH TESTING**

You want five stars here. y'know, safety matters

6

**BOOT VOLUME**

Two numbers here? That's for seats up & down

## NEW THIS MONTH

### Mini Clubman

p113

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Cooper S	417 462	141	300	7.2	228	6.2	144	7/10



### Porsche 911

p115


	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Carrera S coupé	TBA	309	500	4.1	306	7.7	174	9/10





# ABARTH

**TopGear on Abarth:**  
Oddly Austrian in origin the original hot hatch brand was conveniently forgotten by Fiat in favour of Alfa Romeo. Not anymore.



**595**

Comparatively senseless. But when a car's this pretty, light and engaging, you just want one.

	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
595 turismo	324 900	118	230	7.4	210	6.5	155	7/10
595 turismo auto	340 900	118	230	7.6	210	6.5	151	7/10
595C turismo	364 900	118	230	7.4	210	6.5	155	6/10
595C turismo auto	380 900	118	230	7.6	210	6.5	151	6/10

**Euro NCAP: ••••• L: 355cm, W: 163cm, H: 149cm.**  
**Boot: 185 litres Fuel Tank: 35 litres**


# ALFA ROMEO

**TopGear on Alfa Romeo:**  
Gorgeous styling cloaks average mechanical bits. Petrolhead credentials invalidated if you haven't owned one once. 4C rather special.



# MiTo

Alfa's 'small' car is actually quite big. Except on the inside. Yes, it's the Mini all over again, albeit better to look at and worse to drive.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.4TBI Distinctive	304 400	100	208	8.4	207	5.8	129	5/10
1.4TBI Quadrifoglio Verde	325 900	125	250	7.5	219	6.0	139	5/10

**Euro NCAP: ••••• L: 406cm W: 172cm H: 144cm**  
**Boot: 270/950 litres Fuel Tank: 45 litres**

# Giulietta

More flawed yet tempting stuff from Fiat's Taste the Difference range. It's no Golf, which is why you want it, and also why you don't.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.4TBI Distinctive	355 400	125	250	7.8	218	5.8	134	6/10
1.4TBI Exclusive	388 900	125	250	7.7	218	5.2	121	7/10
1.750TBI Quadrifoglio Verde	432 900	177	340	6.0	244	7.0	162	7/10

**Euro NCAP: ••••• L: 435cm W: 180cm H: 146cm**  
**Boot: 350/1045 litres Fuel Tank: 60 litres**

# 4C

Achingly gorgeous, ultimately flawed, lightweight sports car. An Alfa then.

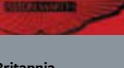


	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
coupé	1070 000	177	350	4.5	258	6.8	157	8/10

**Euro NCAP: n/a L: 399cm W: 186cm H: 118cm**  
**Boot: 110 litres Fuel Tank: 40 litres**

# ASTON MARTIN

**TopGear on Aston Martin:**  
James Bond's car company defines the term cool Britannia. An achingly beautiful range of cars which all look quite similar.



**Vantage**

The car that took on the 911. And lost. But hey, it's an Aston, which means your handmade brogues versus the Porsche's R1000/pair takkies.


	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
V8 Vantage	POA	313	470	4.9	290	13.8	321	7/10
V8 Vantage auto	POA	313	470	4.9	290	12.9	299	7/10
V8 Vantage N430	POA	321	490	4.8	305	13.8	321	7/10
V8 Vantage N430 auto	POA	321	490	4.8	305	12.9	299	7/10
V8 Vantage roadster	POA	313	470	5.1	290	13.8	321	7/10
V8 Vantage roadster auto	POA	313	470	5.1	290	12.9	299	7/10
V8 Vantage roadster N430	POA	321	490	5.0	305	13.8	321	7/10
V8 Vantage roadster N430 auto	POA	321	490	5.0	305	12.9	299	7/10
V8 Vantage S	POA	321	490	4.5	305	13.8	321	7/10
V8 Vantage S auto	POA	321	490	4.5	305	12.8	296	8/10
V8 Vantage S roadster	POA	321	490	4.5	305	13.8	321	7/10

V8 Vantage S roadster auto	POA	321	490	4.5	305	12.8	296	7/10
V12 Vantage S	POA	421	620	3.9	330	14.7	343	8/10
V12 Vantage S roadster	POA	421	620	4.0	323	14.7	343	8/10

**EURO NCAP: n/a L: 438cm W: 187cm H: 126cm**  
**Boot: 300 litres Fuel Tank: 80 litres**

# DB9

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for new ideas.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
coupé	POA	380	620	4.6	295	14.3	333	6/10
coupé Carbon Edition	POA	380	620	4.6	295	14.3	333	6/10
Volante	POA	380	620	4.6	295	14.3	333	6/10
Volante Carbon Edition	POA	380	620	4.6	295	14.3	333	6/10
coupé GT	POA	403	620	4.5	295	14.3	333	6/10
Volante GT	POA	403	620	4.5	295	14.3	333	6/10

**Euro NCAP: n/a L: 472cm W: 188cm H: 128cm**  
**Boot: 152/184 litres Fuel Tank: 80 litres**

# Rapide

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
Rapide S	POA	410	620	4.9	306	14.3	332	8/10

**Euro NCAP: n/a L: 502cm W: 193cm H: 135cm**  
**Boot: 317/886 litres Fuel Tank: 90 litres**

# Vanquish

Overhauling DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
coupé	POA	424	630	3.8	324	12.8	298	7/10
coupé Carbon Edition	POA	424	630	3.8	324	12.8	298	7/10
Volante	POA	424	630	4.0	317	12.8	298	8/10
Volante Carbon Edition	POA	424	630	4.0	317	12.8	298	8/10

**Euro NCAP: n/a L: 472cm W: 190cm H: 129cm**  
**Boot: n/a Fuel Tank: 78 litres**

# AUDI

**TopGear on Audi:**  
Bauhaus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendance.



# A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good?




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
3-door 1.0T	265 000	70	160	10.9	186	4.2	97	6/10
3-door 1.0T auto	282 500	70	160	10.9	186	4.4	102	5/10
3-door 1.4T	298 500	92	200	8.8	204	4.9	115	6/10
3-door 1.4T auto	316 000	92	200	8.8	204	4.9	112	6/10
3-door 1.8T	382 500	141	250	6.8	234	5.6	129	6/10
Sportback 1.0T	272 500	70	160	11.1	186	4.2	97	6/10
Sportback 1.0T auto	290 000	70	160	11.1	186	4.4	102	6/10
Sportback 1.4T	306 000	92	200	8.9	204	5.1	118	6/10
Sportback 1.4T auto	323 500	92	200	8.9	204	4.9	112	6/10
Sportback 1.8T	390 000	141	250	6.8	234	5.6	129	7/10
S1 3-door quattro	452 500	170	370	5.8	250	7.0	162	7/10
S1 Sportback quattro	460 000	170	370	5.9	250	7.1	166	8/10

**Euro NCAP: ••••• L: 395cm W: 174cm H: 141cm**  
**Boot: 270/920 litres Fuel Tank: 45 litres**

# A3/S3/RS3

New A3 is here. Old looks, but new bits underneath. Now more polished than ever.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
3-door 1.2T S	326 000	77	175	10.3	193	4.9	114	6/10
3-door 1.4T S	334 000	90	200	9.3	203	5.2	120	7/10
3-door 1.4T S auto	351 000	90	200	9.2	203	4.9	114	7/10
3-door 1.6TDI S	386 500	77	250	10.7	195	3.9	102	7/10
3-door 1.8T SE	371 500	132	250	7.1	232	5.8	135	6/10
3-door 1.8T SE auto	388 500	132	250	7.2	232	5.6	130	6/10

3-door 1.8T quattro	427 500	132	280	6.7	228	6.6	152	7/10
Sportback 1.2T S	333 500	77	175	10.5	193	4.9	114	6/10
Sportback 1.4T S	341 500	90	200	9.5	203	5.3	123	6/10
Sportback 1.4T S auto	358 500	90	200	9.3	203	5.0	116	7/10
Sportback 1.6TDI S	378 000	77	250	10.9	195	3.9	102	6/10
Sportback 1.8T SE	379 000	132	250	7.2	232	5.8	135	6/10
Sportback 1.8T SE auto	396 000	132	250	7.3	232	5.6	130	6/10
Sportback 2.0TDI SE	413 000	110	320	8.4	213	4.5	119	7/10
Sportback 2.0TDI SE auto	435 000	132	280	6.8	228	6.6	152	7/10
sedan 1.4T SE	369 500	92	200	9.4	212	5.3	122	6/10
sedan 1.4T SE auto	386 500	90	200	9.3	211	5.0	116	6/10
sedan 1.8T SE	389 000	132	250	7.2	242	5.8	135	6/10
sedan 1.8T SE auto	406 000	132	250	7.3	236	5.6	129	6/10
sedan 2.0TDI SE auto	423 000	110	320	8.4	219	4.5	118	7/10
sedan 1.8T quattro	445 000	132	280	6.8	235	6.5	149	7/10
cabriolet 1.4T S	444 000	92	200	10.2	211	5.3	124	6/10
cabriolet 1.4T S auto	461 000	92	200	10.2	211	5.1	119	6/10
cabriolet 1.8T SE	474 000	132	250	7.7	242	6.0	140	7/10
cabriolet 1.8T SE auto	491 000	132	250	7.8	242	5.8	133	7/10
S3 3-door quattro	524 000	206	380	4.9	250	7.0	162	7/10
S3 3-door quattro auto	541 000	206	380	5.0	250	6.9	159	7/10
S3 Sportback quattro	548 500	206	380	5.1	250	6.9	160	7/10
S3 sedan quattro	558 500	206	380	5.0	250	6.9	159	7/10
S3 cabriolet quattro	641 500	206	380	5.4	250	7.1	165	n/d
RS3 Sportback quattro	TBA	270	465	4.3	250	8.3	194	8/10

**EURO NCAP: ••••• L: 424/431/446cm W: 178/179cm H: 142cm**  
**Boot: 365-1100/380-1220/425-880 litres Fuel Tank: 50/55/60 litres**

# Q3/RSQ3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.




	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.4T S	402 500	110	250	9.2	204	5.5	133	6/10
1.4T S auto	419 500	110	250	8.9	204	5.8	138	6/10
2.0T quattro auto	499 000	132	320	7.6	217	6.5	150	6/10
2.0TDI quattro auto	515 000	135	380	8.2	212	5.3	139	6/10
RS Q3 quattro	789 500	228	420	5.2	250	8.8	206	7/10

**Euro NCAP: ••••• L: 439cm W: 183cm H: 159cm**  
**Boot: 460/1 365 litres Fuel Tank: 64 litres**

# A4/S4/RS4

Competence is overrated. And here's the proof. Yep, the has all the quality and image you crave, but it's a bit... cold.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.8T 88kW S	371500	88	230	10.5	208	6.5	151	4/10
1.8T S	398000	125	320	8.1	230	5.7	134	6/10
1.8T S auto	415000	125	320	8.3	225	5.8	134	5/10
1.8T SE	413000	125	320	8.1	230	5.7	134	6/10
1.8T SE auto	430000	125	320	8.3	225	5.8	134	5/10
1.8T SE Sport Edition Plus	421250	125	320	8.1	230	5.7	134	5/10
1.8T SE Sport Edition Plus auto	438250	125	320	8.3	225	5.8	134	5/10
2.0TDI S	404500	105	320	9.2	216	4.5	119	6/10
2.0TDI SE	423500	130	380	7.9	222	4.8	127	5/10
2.0TDI SE auto	421500	130	380	8.2	230	4.6	120	6/10
2.0TDI SE auto	438500	130	380	7.9	222	4.8	127	5/10
2.0TDI SE Sport Edition Plus	429750	130	380	8.2	230	4.6	120	5/10
2.0TDI SE Sport Edition Plus auto	446750	130	380	7.9	222	4.8	127	5/10
2.0T SE	473000	165	350	6.8	250	5.9	138	6/10
2.0T quattro	553000	165	350	6.4	245	6.6	152	6/10
3.0TDI quattro	603500	180	500	5.9	250	5.7	149	6/10
3.0T quattro	605000	200	440	5.4	250	7.5	174	6/10
allroad quattro 2.0T	525000	165	350	6.7	234	7.0	164	7/10
allroad quattro 2.0TDI	530500	130	380	8.1	210	6.0	156	7/10
S4 quattro	744500	245	440	5.1	250	7.7	178	7/10
S4 Avant quattro	761500	245	440	5.1	250	7.8	180	7/10
RS4 Avant quattro	1038000	331	430	4.7	250	10.7	249	8/10



3.0TDI SE quattro	742 000	180	580	6.5	225	6.4	169	5/10
SQ5 TDI quattro	867 000	230	650	5.1	250	6.8	179	6/10

**EURO NCAP: ★★★★★ L: 463cm W: 188cm H: 165cm**  
**Boot: 540/1560 litres Fuel Tank: 75 litres**

## TT

It won't chase away the old stereotypes, but the all-new TT is a big step forward, interior is genuinely cool.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
coupe 2.0T	568 000	169	370	6.0	250	6.3	8/10
coupe 2.0T quattro	642 000	169	370	5.3	250	6.4	8/10
TTS coupe 2.0T quattro	700 500	228	380	4.6	250	6.7	8/10

**EURO NCAP: n/a L: 418cm W: 183cm H: 135cm**  
**Boot: 305-712 litres Fuel Tank: 50/55 litres (quattro)**

## A5/S5/RS5

An artful lesson in understatement, Audi's A5 Coupe does desirable without the flash. Engines to suit most budgets and the RS5 to suit us.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
Sportback 1.8T SE	473 000	125	320	8.2	230	5.8	136
Sportback 1.8T SE auto	490 000	125	320	8.4	220	5.9	136
Sportback 2.0TDI SE	518 000	130	380	7.9	225	4.8	127
Sportback 2.0T SE	544 500	165	350	7.0	250	5.9	138
Sportback 2.0T quattro	569 500	165	350	6.5	245	6.6	152
Sportback 3.0TDI quattro	672 500	180	500	6.2	250	5.8	152
Sportback 3.0T quattro	675 000	200	400	6.0	250	7.7	178
coupe 1.8T SE	483 000	125	320	7.9	230	5.7	134
coupe 1.8T SE auto	500 000	125	320	8.2	228	5.8	134
coupe 2.0TDI SE	521 000	130	380	7.8	225	4.7	123
coupe 2.0T SE	548 000	165	350	6.8	250	5.9	138
coupe 2.0T quattro	571 500	165	350	6.4	250	6.6	152
coupe 3.0TDI quattro	674 000	180	500	6.2	250	5.8	152
coupe 3.0T quattro	676 000	200	400	5.8	250	7.5	174
cabriolet 1.8T SE	543 000	125	320	8.7	222	6.2	143
cabriolet 1.8T SE auto	560 000	125	320	8.9	219	6.2	143
cabriolet 2.0TDI SE	594 000	130	380	8.3	220	5.0	132
cabriolet 2.0T SE	620 500	165	350	7.4	245	6.3	149
cabriolet 2.0T quattro	645 000	165	350	7.2	240	6.9	159
cabriolet 3.0TDI quattro	749 500	180	500	6.3	250	5.8	152
cabriolet 3.0T quattro	751 500	200	400	6.3	250	7.8	181
S5 Sportback quattro	791 500	245	440	5.1	250	7.7	179
S5 coupe quattro	791 000	245	440	4.9	250	7.7	178
S5 cabriolet quattro	868 500	245	440	5.4	250	7.9	184
RS5 coupe quattro	1 029 500	331	430	4.5	250	10.5	246
RS5 cabriolet quattro	1 110 000	331	430	4.9	250	10.7	249

**EURO NCAP: n/a L: 463/471cm W: 186cm H: 137/139cm**  
**Boot: 455/829 (480/980 Sportback) litres Fuel Tank: 65 litres**

## A6/S6/RS6

Ingolstadt's compact limo receives the full nip and tuck with even more tech than ever before. Still a bit dull.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
1.8T	601 000	140	320	7.9	233	5.7	133
3.0TDI	689 000	160	400	7.1	244	4.7	122
S6 quattro	1 054 500	331	550	4.4	250	9.2	214
RS6 Avant quattro	1 465 000	412	700	3.9	250	9.8	223

**EURO NCAP: n/a L: 491cm W: 187cm H: 146cm Boot: 530(sedan) 565-1680(Avant) litres Fuel Tank: 65-75 litres**

## A7/S7/RS7 Sportback

Audi's niche-busting continues. The A7 is basically an A8 hatch, so it drives safely, has nice engines and interior, and a slightly more practical boot.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
3.0TDI quattro	943 500	200	580	5.7	250	5.2	136
3.0TDI BiT quattro	1 040 000	235	650	5.2	250	6.1	162
S7 quattro	1 176 500	331	550	4.6	250	9.3	215
RS7 quattro	1 598 000	412	700	3.9	305	9.5	221

**EURO NCAP: n/a L: 497cm W: 192cm H: 142cm**  
**Boot: 535/1390 litres Fuel Tank: 65 litres**

## Q7

About time too. New Q7 smaller on the outside, bigger where it matters. Marginally less offensive, too. Maybe.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
2.0T quattro	872 000	185	370	n/a	n/a	n/a	8/10
3.0TDI quattro	924 000	183	600	6.3	234	5.7	149

**EURO NCAP: n/a L: 505cm W: 197cm H: 174cm**  
**Boot: 295/1955 litres Fuel Tank: 85 litres**

## A8/S8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
A8 3.0TDI quattro	1 822 000	190	580	5.8	250	5.9	165
A8 L 3.0TDI quattro	1 949 500	190	580	6.1	250	6.0	168
4.2TDI quattro	1 514 000	283	850	4.7	250	7.4	184
A8 L 4.2TDI quattro	1 984 000	283	850	4.9	250	7.5	187
S8 quattro	1 544 500	382	650	4.2	250	10.2	237
A8 L 6.3 W12 quattro	2 048 500	388	625	4.7	250	12.4	290

**EURO NCAP: n/a L: 514/527cm W: 195cm H: 146cm**  
**Boot: 510 litres Fuel Tank: 90 litres**

## R8

Still effortlessly easy to drive, albeit not better than a 911 anymore. Have a V8, it's better than the V10. Promise.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
4.2 quattro	1 655 000	316	430	4.3	300	12.4	289
4.2 Spyder quattro	1 824 500	316	430	4.5	300	12.8	294
5.2 V10 quattro	2 206 000	386	530	3.6	314	13.1	305
5.2 V10 Spyder quattro	2 375 000	386	530	3.8	311	13.3	310
5.2 V10 plus quattro	2 510 500	404	540	3.5	317	12.9	299

**EURO NCAP: n/a L: 443cm W: 190cm H: 124cm**  
**Boot: 100 litres Fuel Tank: 90 litres**

## BENTLEY

**TopGear on Bentley:**

VW's British luxury division is the choice of nouveau riche tastes. Unfortunately. Impeccably built but not the last word in good taste.

## Continental

The definitive posh VW until Bugatti spoiled the party, the Continental, in coupe and convertible guises, is a masterclass in cod-British style.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
GT V8	3 950 000	373	660	4.8	303	10.5	246
GT V8 convertible	4 270 000	373	660	5.0	301	10.9	254
GT V8 S	4 320 000	389	680	4.5	309	10.5	246
GT V8 S convertible	4 630 000	389	680	4.7	308	10.9	254
GT W12	4 420 000	434	720	4.5	318	14.1	327
GT W12 convertible	4 730 000	434	720	4.7	314	14.2	330
GT Speed W12	5 088 000	467	820	4.2	331	14.5	338
GT Speed W12 convertible	5 400 000	467	820	4.4	327	14.9	347

**EURO NCAP: n/a L: 480cm W: 192cm H: 140cm**  
**Boot: 358 litres Fuel Tank: 90 litres**

## Flying Spur

It's the four-door saloon version of the W12 Continental GT. That's it really.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
V8	4 270 000	373	660	5.2	295	10.9	254
W12	4 833 000	460	800	4.6	320	14.7	343

**EURO NCAP: n/a L: 530cm W: 192cm H: 149cm**  
**Boot: 475 litres Fuel Tank: 90 litres**

## Mulsanne

The replacement for the Arnage, and every bit as opulent and brilliant. If you can ignore the looks (who OK'd those headlights?) this is brilliant.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
Mulsanne	7 282 000	377	1020	5.3	296	16.9	389
Mulsanne Speed	7 950 000	395	1100	4.9	305	14.6	342

**EURO NCAP: n/a L: 557cm W: 193cm H: 153cm**  
**Boot: 443 litres Fuel Tank: 96 litres**

## BMW

**TopGear on BMW:**

A car company run by engineers prioritising drivers, not passengers. Has branched into making the best electric cars too, incidentally.

## 1 Series

Perhaps the pick of the premium hatches right now, the 1 Series thrashes the opposition for driving. M135i is a bargainous gem.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
118i 3-door	342 000	100	220	8.5	210	5.0	116
118i 3-door auto	360 900	100	220	8.7	210	4.8	112
120i 3-door	364 842	130	250	7.4	225	5.8	136
120i 3-door auto	383 234	130	250	7.2	222	5.7	133
125i 3-door	437 488	160	310	6.4	245	6.6	154
125i 3-door auto	457 973	160	310	6.2	243	6.3	148
118i 5-door	351 000	100	220	8.5	210	5.0	116
118i 5-door auto	369 900	100	220	8.7	210	4.8	112
120i 5-door	374 142	130	250	7.4	225	5.8	136
120i 5-door auto	392 734	130	250	7.2	222	5.7	133
120d 5-door	410 500	140	380	7.1	228	4.1	108
120d 5-door auto	429 400	140	380	7.0	228	3.9	103
125i 5-door	446 488	160	310	6.4	245	6.6	154
125i 5-door auto	466 973	160	310	6.2	243	6.3	148
M135i 3-door	540 477	240	450	5.1	250	8.0	188
M135i 3-door auto	560 243	240	450	4.9	250	7.5	175
M135i 5-door	549 977	240	450	5.1	250	8.0	188
M135i 5-door auto	569 743	240	450	4.9	250	7.5	175

**EURO NCAP: n/a L: 432cm W: 177cm H: 142cm**  
**Boot: 360/1200 litres Fuel Tank: 50/52 litres**

## 2 Series Active Tourer

BMW builds an MPV but stupidly still quotes a Nurburgring time for it. First FWD BMW completely misses the point.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
218i	380 000	100	220	9.2	205	5.1	118
218i auto	399 105	100	220	9.2	205	5.2	122
220i	405 052	141	280	7.5	230	6.0	140
220i auto	423 234	141	280	7.4	228	5.7	133
220d	430 500	140	400	7.6	227	4.5	117
220d auto	449 400	140	400	7.5	225	4.3	114
225i	450 847	170	350	6.6	240	5.9	138

**EURO NCAP: n/a L: 434cm W: 180cm H: 156cm**  
**Boot: 468-1510 litres Fuel Tank: 51 litres**

## 2 Series

2-Series follows BMW's new naming strategy but is very much its own car. And a rather good one at that.



	PRICE	VW	litre	0-100 km/h	L/100km	CO2	RATING
220i coupé	419 257	135	270	7.0	235	6.1	142
220i coupé auto	431 336	135	270	7.0	230	5.7	134
220d coupé	443 500	135	380	7.2	230	4.5	119
220d coupé auto	462 400	135	380	7.1	230	4.2	111
228i coupé	452 988	180	350	5.8	250	6.6	154
228i coupé auto	471 273	180	350	5.7	250	6.3	148
220i convertible	489 783	135	270	7.5	231	6.5	152
220i convertible auto	507 862	135	270	7.6	226	6.2	144
228i convertible	529 001	180	350	6.1	250	6.8	159
228i convertible auto	547 389	180	350	6.0	250	6.6	154
M235i coupé	567 079	240	450	5.0	250	8.1	199
M235i coupé auto	586 846	240	450	4.8	250	8.1	176
M235i convertible	651 605	240	450	5.2	250	8.5	199
M235i convertible auto	671 166	240	450	5.0	250	7.9	184



### 3 Series / M3

Not only the benchmark small exec, but one of the best saloons of all. Many more versions are out now, and all are excellent.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
318i	409 000	100	220	8.9	210	5.1	119	7/10
318i auto	427 900	100	220	9.1	210	5.0	116	7/10
320i	443 821	135	290	7.2	235	5.5	128	8/10
320i auto	462 310	135	270	7.3	235	5.3	124	8/10
320i 340th Edition	493 821	135	290	7.2	235	5.5	128	8/10
320i 340th Edition auto	512 310	135	270	7.3	235	5.3	124	8/10
320d	472 000	140	400	7.3	235	4.0	106	9/10
320d auto	490 900	140	400	7.2	230	4.0	106	9/10
320d 340th Edition	522 000	140	400	7.3	235	4.0	106	8/10
320d 340th Edition auto	540 900	140	400	7.2	230	4.0	106	8/10
330i	518 360	185	350	5.9	250	6.1	143	9/10
330i auto	535 823	185	350	5.8	250	5.5	129	9/10
330i 340th Edition	568 360	185	350	5.9	250	6.1	143	9/10
330i 340th Edition auto	585 823	185	350	5.8	250	5.5	129	9/10
330d	596 923	190	560	5.6	250	4.9	129	9/10
330d 340th Edition	648 923	190	560	5.6	250	4.9	129	9/10
340i	658 283	240	450	5.1	250	6.5	152	9/10
340i 340th Edition	709 283	240	450	5.1	250	6.5	152	9/10
M3	1101618	317	550	4.3	250	8.8	204	9/10
M3 auto	1065 992	317	550	4.1	250	8.3	194	8/10

EURO NCAP: ●●●●● L: 462/467cm W: 181/188cm H: 143cm  
Boot: 480 litres Fuel Tank: 57/60 litres

### 3 Series Gran Turismo

A 3 Series with some extra bottom. Boot is very clever but explaining what it is rather less so. Close to a Touring as we are going to get in SA.



320i GT	478 386	135	270	7.9	230	6.6	153	6/10
320i GT auto	496 485	135	270	7.9	229	6.2	145	6/10
320d GT	508 423	135	380	8.0	230	4.9	129	6/10
320d GT auto	528 323	135	380	7.9	226	4.9	129	6/10
328i GT	558 194	180	350	6.1	250	6.7	156	6/10
328i GT auto	588 375	180	350	6.1	250	6.4	149	6/10
335i GT	693 951	225	400	5.4	250	7.7	178	6/10

EURO NCAP: ●●●●● L: 482cm W: 178cm H: 149cm  
Boot: 520-1600 litres Fuel Tank: 57/60 litres

### i8

The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
eDrive	532 500	125	250	7.2	150	0.0	0	9/10
eDrive REX	602 500	125	250	7.9	150	0.6	13	9/10

EURO NCAP: n/a L: 400cm W: 178cm H: 158cm  
Boot: 260-1100 litres Fuel Tank: 9 litres (eDrive REX)

### X3

Far superior to the last one, which, let's face it, wasn't tricky. Interior is plusher and it now rides comfortably.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
xDrive20i	548 938	135	270	8.4	210	7.4	173	6/10
xDrive20i auto	566 607	135	270	8.2	210	6.9	161	6/10
xDrive20d	578 629	140	400	8.1	210	5.0	131	6/10
xDrive28i	648 809	180	400	6.5	230	7.0	162	5/10
xDrive30d	733 975	190	560	5.9	232	5.7	149	6/10
xDrive35i	758 990	225	400	5.6	245	8.3	193	6/10

EURO NCAP: n/a L: 465cm W: 188cm H: 168cm  
Boot: 550-1600 litres Fuel Tank: 67 litres

### 4 Series / M4

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
420i Gran Coupé	508 475	135	270	7.5	236	6.4	149	8/10
420i Gran Coupé auto	528 657	135	270	7.6	236	6.1	142	8/10
420d Gran Coupé	539 910	135	380	7.7	236	4.7	124	8/10
420d Gran Coupé auto	558 593	135	380	7.5	236	4.6	121	8/10
428i Gran Coupé	587 488	180	350	6.1	250	6.3	154	7/10
428i Gran Coupé auto	605 670	180	350	6.0	250	6.3	147	7/10
435i Gran Coupé	754 540	225	400	5.2	250	7.5	174	n/d
420i coupé	507 962	135	270	7.3	236	6.1	144	9/10
420i coupé auto	526 349	135	270	7.3	236	6.0	139	9/10

420d coupé	539 410	135	380	7.5	240	4.7	124	8/10
420d coupé auto	558 003	135	380	7.3	232	4.6	121	8/10
428i coupé	586 988	180	350	5.9	250	6.6	154	8/10
428i coupé auto	605 170	180	350	5.8	250	6.3	147	8/10
435i coupé	754 027	225	400	5.1	250	7.2	169	9/10
420i convertible	589 001	135	270	8.2	230	6.6	154	8/10
420i convertible auto	617 388	135	270	8.3	230	6.4	149	8/10
428i convertible	656 501	180	350	6.4	250	6.8	159	7/10
428i convertible auto	714 888	180	350	6.4	250	6.6	154	7/10
435i convertible	857 746	225	400	5.5	250	7.5	176	8/10
M4 coupé	1068 118	317	550	4.3	250	8.8	204	9/10
M4 coupé auto	1107 992	317	550	4.1	250	8.3	194	9/10
M4 convertible	1293 042	317	550	4.6	250	9.1	213	8/10
M4 convertible auto	1262 916	317	550	4.4	250	8.7	203	8/10

EURO NCAP: N/A L: 462/464cm W: 181/183cm H: 143/138cm Boot: 480/445/220-370 litres Fuel Tank: 60 litres

### X4

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so now we have to suffer an X4. Joy.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
xDrive20i	681 707	135	270	8.1	212	6.9	161	6/10
xDrive20d	684 629	140	400	8.0	212	5.4	143	7/10
xDrive28i	725 809	180	350	6.4	232	7.0	162	6/10
xDrive30d	811 475	190	560	5.8	234	5.9	156	7/10
xDrive35i	820 980	225	400	5.5	247	8.3	193	7/10

EURO NCAP: n/a L: 467cm W: 188cm H: 162cm  
Boot: 500-1400 litres Fuel Tank: 67 litres

### Z4

How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
sDrive20i	586 501	135	270	6.9	235	6.8	159	5/10
sDrive20i auto	607 201	135	270	7.2	232	6.8	159	5/10
sDrive28i	707 001	180	350	5.7	250	6.8	159	5/10
sDrive28i auto	690 701	180	350	5.7	250	6.8	159	5/10
sDrive35i	836 657	225	400	5.2	250	9.4	219	5/10
sDrive35i auto	867 137	225	400	5.1	250	9.1	211	5/10
sDrive35is	923 337	250	500	4.8	250	9.1	211	6/10

EURO NCAP: ●●●●● L: 424cm W: 179cm H: 129cm  
Boot: 180-310 litres Fuel Tank: 61 litres

### 5 Series / M5

Remains the best exec around thanks to cossetting cabin and ride. Big and smooth and brilliant - why do you need a 7 Series?



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
520i	625 449	135	270	8.0	226	6.4	139	7/10
520d	650 500	140	400	7.9	233	4.1	109	7/10
528i	752 257	180	350	6.3	250	6.5	142	7/10
530d	850 436	190	560	6.0	250	5.3	134	8/10
535i	885 527	225	400	5.9	250	7.6	169	7/10
ActiveHybrid 5	929 975	250e	450e	5.9	250	6.4	149	7/10
535d	981 347	230	630	5.5	250	5.4	138	8/10
550i	1118 105	330	650	4.6	250	8.6	199	7/10
M5	1459 491	412	680	4.3	250	9.9	232	9/10

EURO NCAP: ●●●●● L: 490cm W: 186cm H: 146cm  
Boot: 520 (375 ActiveHybrid5) litres Fuel Tank: 70 litres

### 5 Series Gran Turismo

A 5 Series with some extra bottom. The boot is a clever hatch-or-saloon, and the rear seats recline for extra comfiness.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
520d GT	733 962	135	380	8.9	215	5.5	144	5/10
530d GT	856 886	190	560	6.2	246	5.8	153	5/10
535i GT	912 887	225	400	6.1	250	8.2	192	5/10
550i GT	1159 844	330	650	5.0	250	9.2	214	5/10

EURO NCAP: n/a L: 500cm W: 190cm H: 156cm  
Boot: 440/1700 litres Fuel Tank: 70 litres

### X5

The original softroader is very good on the tarmac. For a two-tonne SUV. Second only to the Range Rover for utter road domination.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
xDrive35i	912 400	225	400	6.5	235	8.5	197	7/10

xDrive30d	925 894	190	580	6.8	230	5.9	156	8/10
xDrive40d	1045 296	230	630	5.9	236	6.0	157	8/10
xDrive50i	1157 670	330	650	4.9	250	9.6	224	7/10
M50d	1215 438	280	740	5.3	250	6.6	173	8/10
X5 M	1722 659	423	750	4.2	250	11.1	258	7/10

EURO NCAP: n/a L: 488cm W: 194cm H: 176cm  
Boot: 650/1850 litres Fuel Tank: 85 litres

### X6

A more grotesque, slightly less usable iteration of the perfectly practical BMW X5. Get it if the idea of a slipperier looking SUV appeals to you.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
xDrive35i	983 503	225	400	6.4	240	8.5	198	5/10
xDrive40d	1098 912	230	630	5.8	240	6.2	163	9/10
xDrive50i	1220 273	330	650	4.8	250	9.7	225	5/10
M50d	1385 540	280	740	5.2	250	6.6	174	6/10
X6 M	1757 659	423	750	4.2	250	11.1	258	7/10

EURO NCAP: n/a L: 491cm W: 199cm H: 170cm  
Boot: 580-1525 litres Fuel Tank: 85 litres

### 6 Series / M6

Unusually, BMW launched the 6 Series as a convertible first. Also unusually, it made it a bit dull. The car is perfect in many ways, but just boring.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
640i coupé	1080 335	235	450	5.3	250	7.4	172	5/10
640d coupé	1200 360	230	630	5.3	250	5.4	143	6/10
650i coupé	1438 105	330	650	4.6	250	8.6	199	7/10
640i Gran Coupé	1275 540	235	450	5.4	250	7.5	174	9/10
640d Gran Coupé	1167 688	230	630	5.4	250	5.5	146	8/10
650i Gran Coupé	1479 605	330	650	4.6	250	8.6	199	7/10
640i convertible	1169 246	235	450	5.5	250	7.6	176	5/10
650i convertible	1515 029	330	650	4.6	250	8.9	208	8/10
M6 coupé	1690 491	412	680	4.2	250	9.9	232	6/10



**J1**  
Chery's attempt at originality. Laudable for a Chinese brand. Not a great car, nonetheless.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.3 TE	129 900	61	114	16.0	156	7.0	160	3/10

**EURO NCAP:** n/a L: 370cm W: 158cm H: 153cm  
Boot: 324 litres Fuel Tank: 43 litres

**J2**  
An average B-segment effort from Chery with no evidence of tracing paper in its design.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.5 TX	144 900	72	140	15.1	171	7.4	176	n/d

**EURO NCAP:** n/a L: 414cm W: 169cm H: 149cm  
Boot: 270 litres Fuel Tank: 50 litres

**J3**  
Fully loaded C-segment five-door with asthmatic 1.6 16v. No diesel for RHD markets. Huh?



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6 TXE	209 900	93	160	n/a	n/a	8.3	194	3/10

**EURO NCAP:** n/a L: 428cm W: 179cm H: 147cm  
Boot: 350 litres Fuel Tank: 57 litres

**Tiggo**  
A RAV4 clone attempt done by the drones. Chery's best-selling model in South Africa. Baffling.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6 TXE	234 900	93	160	n/a	165	8.6	201	3/10

**EURO NCAP:** n/a L: 429cm W: 177cm H: 171cm  
Boot: 1935 litres Fuel Tank: 57 litres

**CHEVROLET**  
**TopGear on Chevrolet:**  
Local offerings are mostly evolved Daewoos, built in Korea. Very little bowtie DNA in evidence.

**Spark**  
Semi-convincing alternative to the established budget city cars, but jury still out on rhino-meets-elephant looks.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.2 Campus	123 900	60	108	13.3	164	5.4	129	5/10
1.2 L	134 100	60	108	13.3	164	5.4	129	5/10
1.2 LS	143 100	60	108	13.3	164	5.4	129	5/10
1.2 LT	156 000	60	108	13.3	164	5.4	129	5/10

**EURO NCAP:** n/a L: 364cm W: 160cm H: 152cm  
Boot: 568 litres Fuel Tank: 35 litres

**Utility**  
Market leader gets the full Brazilian. Not as good as the old one.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.4	143 900	68	120	12.9	160	7.2	171	6/10
1.4 UteForce Edition	164 000	68	120	12.9	160	7.2	171	6/10
1.4 Club	170 000	68	120	12.9	160	7.2	171	6/10
1.4 Sport	193 700	68	120	12.9	160	7.2	171	6/10
1.8	163 300	77	161	9.8	185	8.1	193	6/10
1.8 UteForce Edition	169 100	77	161	9.8	185	8.1	193	6/10
1.8 Club	175 100	77	161	9.8	185	8.1	193	6/10
1.8 Sport	189 900	77	161	9.8	185	8.1	193	6/10

**EURO NCAP:** n/a L: 451cm W: 170cm H: 158cm  
Boot: n/a litres Fuel Tank: 56 litres

**Aveo**  
Disappointing and unimaginative, the Aveo is a poor relation to the smaller and sparkier Spark. Dig no deeper for the vastly superior Hyundai Accent.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 L	146 300	77	145	11.5	184	7.3	173	2/10

	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 L	151 000	77	145	11.6	184	7.3	173	2/10
sedan 1.6 LS	163 500	77	145	11.6	184	7.3	173	2/10
sedan 1.6 LS auto	177 400	77	145	12.1	176	7.7	184	2/10

**EURO NCAP:** n/a L: 392/431cm W: 168/171cm H: 152cm  
Boot: 466/653 litres Fuel Tank: 45 litres

**Sonic**  
It's no Concorde, but at least it won't give your bank manager a coronary.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 LS	203 800	85	155	11.3	189	6.5	155	4/10
sedan 1.6 LS	208 700	85	155	11.3	183	6.4	152	4/10
sedan 1.6 LS auto	219 600	85	155	11.7	178	6.9	164	4/10
hatch 1.4T RS	238 100	103	200	9.5	197	6.6	155	6/10

**EURO NCAP:** n/a L: 404/440cm W: 174cm H: 152cm  
Boot: 466/653 litres Fuel Tank: 46 litres

**Cruze**  
Affordable motoring and little else. The saloon is at least an interesting proposition compared to mainstream choices. The hatch not so much.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 L	230 400	86	155	12.8	190	6.7	157	3/10
sedan 1.6 LS	247 200	86	155	12.8	190	6.7	157	3/10
sedan 1.4T LS	262 500	103	200	9.3	195	5.8	135	5/10
sedan 1.4T LS auto	272 400	103	200	10.4	204	6.8	157	6/10
hatch 1.6 LS	248 300	86	155	12.8	185	6.7	158	3/10
hatch 1.4T LS	265 200	103	200	9.3	200	5.8	135	6/10

**EURO NCAP:** n/a L: 451/460cm W: 179cm H: 148cm  
Boot: 413/450 litres Fuel Tank: 60 litres

**Orlando**  
Chevrolet's take on the seven-seat MPV. So it comes with seven seats, there's plenty of storage... sorry, we're nodding off.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.8 LS	301 300	104	176	12.0	185	7.2	171	4/10

**EURO NCAP:** n/a L: 465cm W: 184cm H: 163cm  
Boot: 1017/1594 litres Fuel Tank: 64 litres

**Capliva**  
Facelifted car is still a cheap way into seven-seat SUV ownership, but there are far more enticing offers from other Korean brands.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.4 LT	366 500	123	230	10.5	190	8.8	210	5/10
2.4 LT auto	384 000	123	230	11.0	175	8.8	210	5/10
2.2 LT	388 600	135	400	n/a	n/a	7.9	209	6/10

**EURO NCAP:** n/a L: 468cm W: 185cm H: 175cm  
Boot: 465/1577 litres Fuel Tank: 65 litres

**Trailblazer**  
A bakkie-based SUV that does not give the mighty Toyota Fortuner a run for its money.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.5D LT	439 300	120	380	11.7	180	7.4	195	6/10
2.8D LTZ auto	518 700	144	500	10.6	180	9.5	254	6/10
2.8D 4x4 LTZ	558 700	144	440	11.4	180	8.0	215	7/10
2.8D 4x4 LTZ auto	575 500	144	500	10.6	180	9.5	254	7/10

**EURO NCAP:** n/a L: 488cm W: 190cm H: 185cm  
Boot: 830 litres Fuel Tank: 76 litres

**CHRYSLER**  
**TopGear on Chrysler:**  
The perennial second princess of the American big three offers a lot of spec but little else. Voyage to nowhere, really.

**Grand Voyager**  
An improvement over its crappy predecessor, but Merc makes a Viano.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.8CRD LX	609 990	120	360	12.8	186	8.4	222	5/10
2.8CRD Limited	698 990	120	360	12.8	186	8.4	222	5/10

**EURO NCAP:** n/a L: 514cm W: 195cm H: 188cm  
Boot: 914/2342 litres Fuel Tank: 75 litres

**300C**  
New nose, same old theme. Hugely improved cabin materials. Proper diesel too. Tremendous value.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
3.6 Luxury Series	601 990	210	340	7.7	240	9.7	227	5/10
3.0CRD Luxury Series	693 990	177	550	7.4	230	12	191	7/10
SRT8	777 990	347	631	5.0	280	13.0	303	8/10

**EURO NCAP:** n/a L: 507/509cm W: 190cm H: 149cm  
Boot: 481 litres Fuel Tank: 72 litres

**CITROËN**  
**TopGear on Citroën:**  
Returning to its quirky French roots with Cactus, Picasso and DS. Styled for the individual. Suited to the Newtown-domiciled.

**C1**  
The first time Citroën got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
VTi 82 Feel	169 900	60	118	11.0	170	4.3	99	n/d
VTi 82 Airscape Feel	194 900	60	118	11.0	170	4.3	99	n/d

**EURO NCAP:** n/a L: 347cm W: 162cm H: 146cm  
Boot: 196-780 litres Fuel Tank: 35 litres

**DS3**  
A former Car of the Year and a gigantic mincing Gallic leap forward for Citroën. Not fast, but a kick up the arse for Mini.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
60kW Design	244 900	60	118	12.3	174	4.7	109	5/10
e-THP 81kW Style	284 900	81	205	10.6	190	4.5	104	6/10
88kW Style auto	299 900	88	180	10.9	190	6.8	150	6/10
Cabrio e-THP 81kW Style	314 900	60	118	12.5	172	4.7	109	7/10
e-THP 120kW Sport	329 900	120	240	8.1	218	5.6	129	7/10

**EURO NCAP:** n/a L: 395cm W: 172cm H: 148cm  
Boot: 285/880 litres Fuel Tank: 48 litres

**C4 Cactus**  
A breath of fresh air, as only Citroën can do. Great looking and with just enough gadgets to keep a modern family happy.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
60kW Feel	229 900	60	118	14.5	167	4.6	107	7/10
e-THP 81kW Feel	264 900	81	205	9.3	188	4.7	107	8/10
e-THP 81kW Shine	289 900	81	205	9.3	188	4.7	107	8/10

**EURO NCAP:** n/a L: 416cm W: 173cm H: 148-153cm  
Boot: 358-1170 litres Fuel Tank: 50 litres

**C4 Picasso**  
An unapologetically French MPV that favours an airy cabin and a bonkers disposition.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
e-HDi 85kW Seduction	330 900	85	270	13.6	189	4.0	105	5/10
e-HDi 85kW Intensive	350 900	85	270	13.6	189	4.0	105	5/10
e-THP 121kW Intensive auto	374 900	121	240	9.3	200	5.6	130	5/10

**EURO NCAP:** n/a L: 443cm W: 183cm H: 163cm  
Boot: 537-1851 litres Fuel Tank: 55 litres

**C4 Aircross**  
Cheaper 4008 clone enters SUV segment dominated by Koreans.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.0i Attraction	313 900	113	198	9.3	200	7.5	178	5/10
2.0i Comfort	337 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction	345 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction auto	360 900	113	198	10.2	190	7.6	180	5/10
Hdi 115 Seduction	376 900	84	270	10.8	182	4.6	119	5/10
Hdi 115 4WD Comfort	387 900	84	270	11.6	180	4.9	129	5/10
2.0i 4WD Exclusive	410 900	113	198	10.9	188	8.1	191	5/10

**EURO NCAP:** n/a L: 434cm W: 180cm H: 163cm  
Boot: 384/1193 litres Fuel Tank: 63 litres

# The hardest part is choosing which one you want.

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[www.audi.co.za/offers](http://www.audi.co.za/offers)



## Dispatch Multispace

The spawn of a three-way gang-bang between Fiat (Scudo), Peugeot (Expert) and Citroën.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
HDi 160 Comfort	424900	120	340	13.6	170	7.6	199	5/10

**EURO NCAP: ••••• L: 514cm W: 198cm H: 194cm**  
Boot: 550 litres Fuel Tank: 80 litres

## DS5

The most avantgarde of all the DS. Not as inspiring as the DS3, and the ride is terrible, but family cars come no cooler.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
THP 155 Style	438 900	115	240	9.7	202	7.3	169	6/10
THP 200 Sport	469 900	147	275	8.2	235	6.7	155	7/10
HDI 160 Sport	476 900	120	340	10.1	212	6.1	158	5/10

**EURO NCAP: ••••• L: 453cm W: 198cm H: 154cm**  
Boot: 468 litres Fuel Tank: 60 litres

## DATSUN

### TopGear on Datsun:

Revered racing name scandalously reincarnated with questionable safety engineering. From India. Bad karma.

## Go

Pathetic safety equipment spoils what could have been our new people's champion. Pity.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
1.2 Mid	95 200	50	104	13.3	161	5.2	123	3/10
1.2 Lux	108 200	50	104	13.3	161	5.2	123	4/10

**EURO NCAP: n/a L: 379cm W: 164cm H: 149cm**  
Boot: 265 litres Fuel Tank: 35 litres

## DODGE

### TopGear on Dodge:

Almost forgotten Chrysler sub-brand. Most certainly worth dodging.

## Journey

Not half bad-looking, but you won't be saying that about its depreciation after two years.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
2.4 SXT	377 900	125	220	n/a	n/a	9.6	225	3/10
3.6 SXT	416 900	206	353	n/a	n/a	10.4	242	3/10
3.6 R/T	466 900	206	353	n/a	n/a	10.4	242	3/10
Crossroad 3.6	466 900	206	353	n/a	n/a	10.4	242	3/10

**EURO NCAP: ••••• L: 489cm W: 188cm H: 169cm**  
Boot: 167/2296 litres Fuel Tank: 78 litres

## FAW

### TopGear on FAW:

Japanese compact car imitation by a Chinese company. Hatch named after notorious Nazi VVW2 ballistic missile. Not clever.

## V2

What do you call a photocopier machine in China? A design department. This one's Swift flavoured.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 DLX	109 995	67	120	n/a	166	6.5	155	n/d
1.3 #Like	119 995	67	120	n/a	166	6.5	155	n/d

**EURO NCAP: n/a L: 376cm W: 168cm H: 153cm**  
Boot: 320 litres Fuel Tank: 37 litres

## Sirius S80

Don't confuse it with the similarly named luxury Volvo. This is more like a Chinese Avanza. Seriously.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 Comfort	174995	67	120	n/a	160	7.5	177	n/d
1.5	184995	75	140	n/a	n/a	8.1	191	n/d

1.5 Comfort

189 995 75 140 n/a n/a 8.1 191 n/d

**EURO NCAP: n/a L: 415cm W: 168cm H: 174cm**  
Boot: n/a litres Fuel Tank: 45 litres

## FERRARI

### TopGear on Ferrari:

Sickeningly kitsch theme parks don't detract from the cars, which are phenomenal and well beyond the capability of their owners.

## California T

The Ferrari that everyone thought was a Maserati now has a turbo V8. The purists will hate it, but it'll bring in buyers.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
California T	3668000	412	755	3.6	316	10.5	250	6/10

**EURO NCAP: n/a L: 456cm W: 190cm H: 131cm**  
Boot: 240/340 litres Fuel Tank: 78 litres

## 458

The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.



	PRICE	KW	Nm	0-100	km/h	L/100km	CO2	RATING
Speciale	4977500	445	540	3.0	325+	13.3	307	10/10
Speciale A	5445000	445	540	3.0	325+	13.3	307	10/10

**EURO NCAP: n/a L: 453cm W: 194cm H: 121cm**  
Boot: 230 litres Fuel Tank: 86 litres

## 488

Evolved 458 that makes turbocharging that much more acceptable to the tifosi. Trick ace. Looks ace. Latter day 288 of sorts?



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
488 GTB	4600 000	492	760	3.0	330+	11.4	260	10/10
488 Spider	TBA	492	760	3.0	325+	11.4	260	9/10

**EURO NCAP: n/a L: 453cm W: 194cm H: 121cm**  
Boot: 230 litres Fuel Tank: 86 litres

## FF

A 4WD Ferrari Estate, making this the most practical 300kph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
FF	5150000	485	683	3.7	335	15.4	360	9/10

**EURO NCAP: n/a L: 491cm W: 196cm H: 138cm**  
Boot: 450/800 litres Fuel Tank: 91 litres

## F12berlinetta

The F12 is bombastic, epic and howlingly fast.

The fastest Ferrari road car ever - faster even than an Enzo - nothing remotely like it.



	PRICE	KW	Nm	0-100	km/h	L/100km	CO2	RATING
F12berlinetta	5979000	545	690	3.1	340	15.0	350	9/10

**EURO NCAP: n/a L: 462cm W: 194cm H: 127cm**  
Boot: 320 litres Fuel Tank: 92 litres

## FIAT

### TopGear on Fiat:

Painless to park. Good to look at. Quintessential Italian urban transport. South Africa has a lot of parking space though. Conundrum.

## Panda

It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly Panda, we want to give you a hug.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Pop	152 990	51	102	14.2	164	5.2	120	8/10
1.2 Lounge	169 990	51	102	14.2	164	5.2	120	8/10

**EURO NCAP: ••••• L: 400cm W: 169cm H: 149cm**  
Boot: 275/1030 litres Fuel Tank: 35 litres

## 500

Not quite the Sixties revival Fiat was hoping for, but the 500 is a refreshing alternative to the ubiquitous Mini. One for the wife, unless you secretly like Boyzone.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
1.2 Pop	179 900	51	102	12.9	160	5.1	119	5/10
1.2 Pop auto	189 940	51	102	13.0	160	5.0	115	5/10
1.2 Lounge	195 900	51	102	12.9	160	5.1	119	5/10
1.2 Lounge auto	204 940	51	102	13.0	160	5.0	115	5/10
1.4 Lounge	224 900	74	131	10.5	182	6.1	140	6/10
1.4 Lounge auto	233 940	74	131	10.6	182	5.8	135	6/10
500S 1.4	229 900	74	131	10.5	182	6.1	140	5/10
500S 1.4 auto	239 940	74	131	10.6	182	5.8	135	5/10
500C 1.2 Pop	222 900	51	102	12.9	160	5.1	119	4/10
500C 1.2 Pop auto	231 940	51	102	13.0	160	5.0	115	5/10
500C 1.4 Lounge	266 900	74	131	10.5	182	6.1	140	6/10
500C 1.4 Lounge auto	275 940	74	131	10.6	182	5.8	135	6/10
500S Cabriolet 1.4	276 900	74	131	10.5	182	6.1	140	5/10
500S Cabriolet 1.4 auto	285 940	74	131	10.6	182	5.8	135	5/10

**EURO NCAP: ••••• L: 355cm W: 163cm H: 149cm**  
Boot: 185 litres Fuel Tank: 35 litres

## Qubo

Practical, funky little MPV for married-with-kids hipsters who grew up pushing wooden toys around sandpits.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4	200 990	54	118	16.2	155	6.6	6/10
1.3 Multijet	225 990	55	190	16.5	155	4.4	6/10

**EURO NCAP: n/a L: 396cm W: 172cm H: 174cm**  
Boot: 330/2500 litres Fuel Tank: 45 litres

## 500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4 Pop Star	259 900	70	127	12.8	178	6.2	145
1.4 Easy	259 900	70	127	12.8	178	6.2	145
1.4 Lounge	274 900	70	127	12.8	178	6.2	145
1.6 Multijet Lounge	319 900	77	320	11.3	181	4.5	117
1.4 T-Jet Trekking	324 400	88	215	11.0	183	7.0	163

**EURO NCAP: n/a L: 415cm W: 178cm H: 166cm**  
Boot: 340/1310 litres Fuel Tank: 50 litres

## 500X

The quest to cash in on the 500 continues. Not a bad crossover, but in South Africa most will probably prefer to go Renegade.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
1.6 Pop Star	310 900	81	152	11.5	180	6.4	147	6/10
1.4T Cross	344 900	103	230	9.8	190	6.0	139	6/10
1.4T Cross auto	359 900	103	230	9.8	190	5.7	133	6/10
1.4T Cross Plus	379 900	103	230	9.8	190	6.0	139	6/10
1.4T Cross Plus auto	394 900	103	230	9.8	190	5.7	133	6/10

**EURO NCAP: n/a L: 427cm W: 180cm H: 161cm**  
Boot: 245-910 litres Fuel Tank: 48 litres

## Doblo Panorama

It's the Qubo's bigger MPV brother. If you require such a thing. We don't.



	PRICE	kW	0-100	km/h	l/100km	CO2	RATING	
1.6 Multijet Dynamic	323490	77	290	13.4	184	5.5	145	4/10

**EURO NCAP: n/a L: 439cm W: 183cm H: 190cm**  
Boot: 790/3200 litres Fuel Tank: 60 litres

## FORD

### TopGear on Ford:

American alternative to VW, with a range of very tidily engineered cars. Ranger has become Hilux's most credible rival in, well, forever.

## Figo

Indian-built old shape Fiesta used to be the class king, until the new Kia Picanto came around.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
1.4 Ambiente	148900	62	127	13.1	169	6.6	156	6/10





1.4 Trend	159 900	62	127	131	169	6.6	156	6/10
1.4TDCi Ambiente	157 900	51	160	15.8	163	5.3	139	6/10

**EURO NCAP: n/a L: 380cm W: 168cm H: 143cm**  
**Boot: 284/979 litres Fuel Tank: 45 litres**

## Ikon

Old and ugly. Should be put out of its misery.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6 Ambiente	163 900	74	143	11.3	180	7.7	4/10

**EURO NCAP: n/a L: 428cm W: 169cm H: 147cm**  
**Boot: 630 litres Fuel Tank: 45 litres**

## Fiesta

Arguably the best supermini on sale. Pace setter or pacemaker, there's something for everyone here.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
5-door 1.4 Ambiente	198 900	71	128	12.2	175	5.7	130
5-door 1.4 Trend	204 900	71	128	12.2	175	5.7	130
5-door 1.0T Ambiente auto	204 900	74	170	10.8	180	4.9	114
5-door 1.0T Trend	199 900	92	170	9.4	196	4.3	99
5-door 1.0T Trend auto	216 900	74	170	10.8	180	4.9	114
5-door 1.0T Titanium	225 900	92	170	9.4	196	4.3	99
5-door 1.0T Titanium auto	235 900	74	170	10.8	180	4.9	114
5-door 1.6TDCi Ambiente	214 900	70	200	11.7	181	3.6	95
5-door 1.6TDCi Trend	221 900	70	200	11.7	181	3.6	95
3-door ST	276 900	134	290	6.9	220	5.9	138

**EURO NCAP: \*\*\*\*\* L: 395cm W: 172cm H: 143cm Boot: 281 litres Fuel Tank: 40/42 litres**

## B-Max

Ford's Opel Meriva rival. Sliding doors and no B-pillars means easy access and brilliant packaging. Needs an auto, though.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.0T Ambiente	221 900	74	170	13.2	175	5.1	119
1.0T Trend	246 900	92	170	11.2	189	4.9	114
1.0T Titanium	271 900	92	170	11.2	189	4.9	114

**EURO NCAP: n/a L: 395cm W: 172cm H: 143cm Boot: 281 litres Fuel Tank: 40/42 litres**

## EcoSport

Ford rushes in with niche-filling B-Segment SUV. Fiesta on stilts, anyone?



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.5 Ambiente	213 900	82	138	11.6	175	6.5	154
1.0T Trend	249 900	92	170	12.7	181	5.7	131
1.0T Titanium	270 900	92	170	12.7	181	5.7	131
1.5TDCi Trend	253 900	66	205	14.5	160	4.5	125
1.5TDCi Titanium	274 900	66	205	14.5	160	4.5	125
1.5 Titanium auto	274 900	82	138	13.4	175	6.5	154

**EURO NCAP: n/a L: 401cm W: 177cm H: 167cm**  
**Boot: 705 litres Fuel Tank: 52 litres**

## Focus

New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
sedan 1.0T Ambiente	217 900	92	170	11.1	192	5.0	116
sedan 1.0T Trend	235 900	92	170	11.1	192	5.0	116
sedan 1.5T Trend	271 900	132	240	8.7	222	5.6	128
hatch 1.5T Trend auto	285 900	132	240	8.0	220	6.1	140
hatch 1.0T Ambiente	222 900	92	170	11.1	192	5.0	116
hatch 1.0T Trend	240 900	92	170	11.1	192	5.0	116
hatch 1.5T Trend	277 900	132	240	8.6	224	5.5	127
hatch 1.5T Trend auto	290 900	132	240	8.9	222	6.1	140
ST 1	381 900	184	360	6.5	248	6.8	159
ST 3	421 900	184	360	6.5	248	6.8	159

**EURO NCAP: \*\*\*\*\* L: 436/453cm W: 182cm H: 148cm**  
**Boot: 363/1148 litres Fuel Tank: 55/60 litres**

## Ranger

So much more bakkie than before, plus it's bigger. Gotta like the big bro F150 genes.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.5	203 900	122	226	n/a	n/a	10.8	257
2.5 XL	239 900	122	226	n/a	n/a	10.8	257
2.5 Hi-Rider XL	253 900	122	226	n/a	n/a	10.8	257
2.2	216 900	88	285	n/a	n/a	9.0	237
2.2 XL	253 900	88	285	n/a	n/a	9.0	237
2.2 Hi-Rider XL	269 900	88	285	n/a	n/a	9.0	237
2.2 4x4 XL	321 900	88	285	n/a	n/a	9.6	253
2.2 Hi-Rider XLS	329 900	110	375	n/a	n/a	7.6	199
2.2 4x4 XL-Plus	352 900	110	375	n/a	n/a	8.2	215
2.2 4x4 XLS	380 900	110	375	n/a	n/a	8.2	215
3.2 Hi-Rider XLS	364 900	147	470	n/a	n/a	9.3	245
3.2 4x4 XLS	418 900	147	470	n/a	n/a	9.8	258

PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
SuperCab							
2.5 Hi-Rider XL	277 900	122	226	n/a	n/a	10.9	258
2.2 Hi-Rider XL	319 900	110	375	n/a	n/a	7.7	202
3.2 Hi-Rider XLS	392 900	147	470	n/a	n/a	9.3	245
3.2 4x4 XLS	441 900	147	470	n/a	n/a	9.8	258
3.2 4x4 XLS auto double cab	455 900	147	470	n/a	n/a	9.7	255
2.5 Hi-Rider XL	308 900	122	226	n/a	n/a	10.9	259
2.2 Hi-Rider XL	328 900	110	375	n/a	n/a	7.7	202
2.2 Hi-Rider XLS	412 900	110	375	n/a	n/a	7.7	202
2.2 4x4 XL-Plus	402 900	110	375	n/a	n/a	8.3	218
2.2 4x4 XLS	468 900	110	375	n/a	n/a	8.3	218
3.2 Hi-Rider XLT	467 900	147	470	n/a	n/a	9.3	245
3.2 Hi-Rider XLT auto	481 900	147	470	n/a	n/a	9.1	239
3.2 4x4 XLT	528 900	147	470	n/a	n/a	9.8	258
3.2 4x4 XLT auto	537 900	147	470	n/a	n/a	9.7	255
3.2 Hi-Rider Wildtrak	491 900	147	470	n/a	n/a	9.3	245
3.2 Hi-Rider Wildtrak auto	501 900	147	470	n/a	n/a	9.1	239
3.2 4x4 Wildtrak	558 900	147	470	n/a	n/a	9.7	255

**EURO NCAP: \*\*\*\*\* for XLT / Wildtrak L: 528cm W: 185cm H: 170-185cm Boot: n/a litres Fuel Tank: 80 litres**

## Tourneo Connect

Compact van with credibly contemporary turbocharged engines and loads of kit. Crossover obsessed South Africans won't bother, though.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.0T Ambiente	273 900	74	170	n/a	165	5.6	129
1.0T Trend	283 900	74	170	n/a	165	5.6	129
Grand Tourneo Connect							
1.6T Titanium auto	363 900	110	240	n/a	176	8.0	184
1.6TDCi Titanium	371 900	85	295	n/a	165	4.9	130

**EURO NCAP: n/a L: 442/482 cm W: 184cm H: 185cm**  
**Boot: 1029-2410/1529-2761 litres Fuel Tank: 60 litres**

## Kuga

The Kuga has grown up and bought some sensible clothes. Sure, it's highly priced but so are others.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.5T Ambiente	328 900	110	240	9.7	195	6.6	154
1.5T Ambiente auto	344 900	132	240	9.9	200	7.0	162
1.5T Trend	365 900	110	240	9.7	195	6.6	154
1.5T Trend auto	379 900	132	240	9.9	200	7.0	162
1.5T AWD Trend	407 900	132	240	10.1	200	7.7	179
2.0TDCi AWD Trend	433 900	132	400	10.4	200	6.2	162
2.0T AWD Titanium	448 900	177	240	7.8	212	8.8	204
2.0TDCi AWD Titanium	468 900	132	400	10.4	200	6.2	162

**EURO NCAP: \*\*\*\*\* L: 452cm W: 184cm H: 175cm**  
**Boot: 1653 litres Fuel Tank: 60 litres**

## Fusion

The Mondeo returns. Smooth, refined and not too American. Loads of clever kit. Well done Ford.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.5T Trend	349 900	132	240	9.2	218	7.4	173
2.0T Trend	369 900	149	300	8.7	232	7.5	174
2.0T Titanium	424 900	177	340	7.9	240	8.5	187
2.0TDCi Titanium	449 900	132	400	8.6	225	5.1	124

**EURO NCAP: n/a L: 487cm W: 191cm H: 147cm**  
**Boot: 453 litres Fuel Tank: 62 litres**

## Touneo Custom

It's like a posh Transit, only less panel-vanny.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.2TDCi SWB Ambiente	443 900	74	310	n/a	157	6.5	172
2.2TDCi LWB Ambiente	449 900	74	310	n/a	157	6.5	172
2.2TDCi SWB Trend	464 900	92	350	n/a	157	6.5	172
2.2TDCi LWB Trend	469 900	92	350	n/a	157	6.5	172
2.2TDCi SWB Limited	510 900	114	385	n/a	157	6.5	172

**EURO NCAP: \*\*\*\*\* L: 497/533cm W: 229cm H: 202cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

## FOTON

### TopGear on Foton:

Chinese bakkies that are either awful, or no longer cheap. Make your choice. Or rather, don't.

## Thunda

Great name but 68kW engine in a bakkie body is hardly going to go like thunder, is it?



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.2 V	139 950	76	193	n/a	n/a	n/a	n/a
2.2 CV	149 950	76	193	n/a	n/a	n/a	n/a
2.8TD CV	179 950	68	202	n/a	n/a	n/a	n/a
2.2 double cab CV	184 950	76	193	n/a	n/a	n/a	n/a
2.8TD double cab XV	205 950	68	202	n/a	n/a	n/a	n/a

**EURO NCAP: n/a L: 516cm W: 175cm H: 170cm**  
**Boot: n/a litres Fuel Tank: n/a litres**

## Tunland

Another great name, sounds like an industrial boy band. R370k+ for a Chinese bakkie? No.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.8 on-road Comfort	204 950	96	280	n/a	150	8.0	212
2.8 off-road Comfort	244 950	96	280	n/a	150	8.0	212
2.8 off-road Luxury double cab	254 950	96	280	n/a	150	8.0	212
2.8 off-road Comfort	299 950	120	360	13.5	160	8.3	219
2.8 off-road Luxury	319 950	120	360	13.5	160	8.3	219
2.8 4x4 Comfort	384 950	120	360	13.5	160	8.3	219
2.8 4x4 Luxury	404 950	120	360	13.5	160	8.3	219

**EURO NCAP: n/a L: 531cm W: 188cm H: 186cm**  
**Boot: n/a litres Fuel Tank: 75 litres**

## GEELY

### TopGear on Geely:

Chinese cars that don't feel at all well-built or engineered. Brakes will make you rediscover religion.

## LC

Panda face styling details can't hide its unsophisticated execution. Unfathomable USB interface.



PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.0 GC2 GS	92 950	50	88	n/a	n/a	6.2	140
1.3 GL	99 950	63	110	14.0	155	6.9	164

**EURO NCAP: n/a L: 360cm W: 163cm H: 147cm**  
**Boot: n/a litres Fuel Tank: 35 litres**

## LC Cross

Again, Panda face styling can't hide its unsophisticated execution. Distinguished by a spare tyre tacked on the back.



**MK**  
Geely with a boot. No interesting Volvo bits. No point to it that we can deduce. Unbelievably cheap.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 GL	99 990	69	128	n/a	165	7.7	178	3/10
sedan 1.5 GL	104 990	69	128	n/a	165	7.7	178	3/10

**EURO NCAP: n/a L: 400/434cm W: 169cm H: 144cm**  
**Boot: n/a litres Fuel Tank: 45 litres**

### Emgrand 7

Geely's idea of alternative branded luxury. Like a Chinese Lexus. Sort of. Not at all...



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.8 GL Luxury	164 990	102	172	10.9	185	7.6	180	4/10
1.8 GT Executive	174 990	102	172	10.9	185	7.6	180	4/10

**EURO NCAP: n/a L: 464cm W: 180cm H: 147cm**  
**Boot: 680 litres Fuel Tank: 50 litres**

## GWM

### TopGear on GWM:

Best of the Chinese isn't really saying much. Was stupendous value. Now comically on par with Korean and Japanese pricing. Silly.

### C30

A Chinese rival to the VW Polo and Nissan Almera. See Toyota Corolla Quest.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Comfort	159 900	71	138	n/a	170	7.3	174	n/d

**EURO NCAP: n/a L: 445cm W: 171cm H: 148cm**  
**Boot: n/a litres Fuel Tank: 40 litres**

### C20R

Like a Suzuki SX4 but built in China. And remarkably, is not that bad.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5	164 900	77	138	n/a	n/a	7.7	179	5/10

**EURO NCAP: n/a L: 389cm W: 173cm H: 160cm**  
**Boot: n/a litres Fuel Tank: 40 litres**

### M4

Ambitiously named Chinese compact SUV is not bad. And you get to tell people you drive an M4.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5	188 900	77	138	n/a	170	7.2	172	n/d

**EURO NCAP: n/a L: 396cm W: 173cm H: 162cm**  
**Boot: 310 litres Fuel Tank: 45 litres**

### Steed 5

Low tech meets high value. Offers impressive value as a workhorse, but won't ever win the walk-off.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2L Workhorse	162 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT	199 900	78	225	n/a	150	8.1	214	4/10
2.4L Lux	188 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	218 900	100	200	n/a	160	10.7	251	5/10
2.0WGT Lux	229 900	110	310	n/a	n/a	8.3	220	5/10
2.0WGT 4x4 Lux double cab	258 900	110	310	n/a	n/a	8.3	220	5/10
2.2L Lux	184 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT SX	229 900	78	225	n/a	150	9.3	245	4/10
2.4L Lux	214 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	239 900	100	200	n/a	160	10.7	251	5/10
2.0WGT Lux	259 900	110	310	n/a	n/a	8.3	220	5/10
2.0WGT 4x4 Lux	289 900	110	310	n/a	n/a	8.3	220	5/10

**EURO NCAP: n/a L: 502/504cm W: 180cm H: 168/173cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

### C50T

It's a Chinese Corolla-wannabe priced similarly to an actual Corolla. Feeling daring?



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5T Lux	209 900	98	188	10.0	185	7.4	173	4/10
1.5T Elite	219 900	98	188	10.0	185	7.4	173	4/10

**EURO NCAP: n/a L: 465cm W: 178cm H: 146cm**  
**Boot: 530 litres Fuel Tank: 50 litres**

### Steed 5E

Has touchscreen audio, piano black cabin finishes and powered by an ostensibly self-developed 2-litre turbodiesel. Chirp+luxury+bakkie+oxymoronic.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.4 SX	239 900	93	200	n/a	150	10.7	251	4/10
2.4 Xscape	256 900	93	200	n/a	150	10.7	251	4/10
2.0WGT SX	269 900	105	305	n/a	150	8.3	220	5/10
2.0WGT Xscape	289 900	105	305	n/a	150	8.3	220	5/10

**EURO NCAP: n/a L: 509cm W: 180cm H: 173cm Boot: n/a litres Fuel Tank: 70 litres**

### H5

Improved "second-gen" looks from a Chinese manufacturer. Best of the bunch, but build quality questions remain.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.4 City	244 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux	249 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux 4x4	269 900	100	200	n/a	165	10.3	242	5/10
2.0WGT Lux	284 900	110	310	n/a	160	7.6	199	5/10
2.0WGT Lux auto	319 900	110	310	n/a	160	9.2	240	5/10
2.0WGT Lux 4x4	319 900	110	310	n/a	160	7.6	199	5/10
2.0WGT Lux 4x4 auto	339 900	110	310	n/a	160	9.2	240	5/10

**EURO NCAP: n/a L: 465cm W: 181cm H: 175cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

### H6

Feature laden compact SUV from China. Bigger than an ix35, cheaper than a Santa Fe. Did we mention it's Chinese?



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5T City	259 900	105	210	n/a	180	8.5	200	5/10
1.5T Lux	279 900	105	210	n/a	180	8.5	200	5/10
2.0TCL Lux	349 900	105	310	n/a	n/a	6.7	175	5/10

**EURO NCAP: n/a L: 464cm W: 183cm H: 169cm**  
**Boot: n/a litres Fuel Tank: 58 litres**

### Steed 6

GWM's interpretation of American supersized bakkie design, hence ginormous grille and oversized headlamps. Six airbags and ESP. Needs more power.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0WGT SX	299 900	105	305	n/a	150	8.8	233	6/10
2.0WGT Xscape	329 900	105	310	n/a	150	8.8	233	6/10

**EURO NCAP: n/a L: 535cm W: 180cm H: 176cm Boot: n/a litres Fuel Tank: 70 litres**

## HONDA

### TopGear on Honda:

World's greatest engine company assembles very reliable cars, which you'll have no desire to buy. Needs Type-R. Desperately.

### Brio

Think of it as a smaller Jazz, without the clever bits. Bombproof mechanical build quality.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hatch 1.2 Trend	134 800	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort	148 000	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort auto	161 000	65	109	14.7	n/a	6.3	150	5/10
Amaze sedan 1.2 Trend	147 200	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort	157 700	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort auto	170 700	65	109	15.7	n/a	6.9	167	5/10

**EURO NCAP: n/a L: 361/399cm W: 168cm H: 150cm**  
**Boot: 519/405 litres Fuel Tank: 35 litres**

### Mobilio

It's better than an Avanza and Ertiga, but only just. Somewhat lacks the premium shine of bigger Hondas but does what it says on the tin.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	188 000	88	145	10.8	140	6.1	147	6/10
1.5 Comfort	207 900	88	145	10.8	140	6.1	147	6/10
1.5 Comfort auto	224 300	88	145	11.3	140	6.0	144	6/10

**EURO NCAP: n/a L: 439cm W: 168cm H: 162cm**  
**Boot: 223-521 litres Fuel Tank: 42 litres**

### Jazz

Individual and ingenious, the Jazz deserves to be bought by more people under ninety than it is.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.2 Trend	185 300	66	110	13.5	175	5.6	135	6/10
1.2 Comfort	210 000	66	110	13.6	175	5.6	135	6/10
1.2 Comfort auto	228 500	66	110	14.3	174	5.6	136	6/10
1.5 Elegance	241 900	88	145	9.9	180	6.0	143	7/10
1.5 Elegance auto	256 900	88	145	10.6	180	5.8	140	7/10
1.5 Dynamic	257 300	88	145	9.9	180	6.0	143	7/10
1.5 Dynamic auto	272 300	88	145	10.7	180	5.8	140	7/10

**EURO NCAP: n/a L: 444cm W: 170cm H: 147cm**  
**Boot: 536 litres Fuel Tank: 40 litres**

### Ballade

Hugely convincing facelift raises this iteration of the Ballade from budget to bearable.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	209 900	88	145	9.6	185	5.9	140	6/10
1.5 Trend auto	223 900	88	145	11.1	190	5.8	137	6/10
1.5 Elegance	237 100	88	145	9.6	185	5.9	140	6/10
1.5 Elegance auto	252 100	88	145	11.1	190	5.8	137	6/10
1.5 Executive	258 000	88	145	9.6	185	5.9	140	5/10
1.5 Executive auto	273 000	88	145	11.1	190	5.8	137	5/10

**EURO NCAP: n/a L: 444cm W: 170cm H: 147cm**  
**Boot: 536 litres Fuel Tank: 40 litres**

### Civic

Looks like a facelift, but is actually an all new model that's now much quieter, more comfortable and much less bonkers inside. The Type-R cometh.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
sedan 1.8 Elegance	311 600	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Elegance auto	326 600	104	174	10.5	200	6.6	157	7/10
sedan 1.8 Executive	323 500	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Executive auto	338 500	104	174	10.5	200	6.6	157	7/10
hatch 1.8 Elegance	297 000	104	174	9.1	212	6.1	146	7/10
hatch 1.8 Elegance auto	312 000	104	174	10.9	207	6.5	155	7/10
hatch 1.8 Executive	323 500	104	174	9.5	212	6.3	150	7/10
hatch 1.8 Executive auto	338 500	104	174	11.3	207	6.5	155	7/10
Tourer 1.8 Executive	395 500	104	174	9.5	210	6.6	157	7/10
Tourer 1.8 Executive auto	400 500	104	174	11.3	205	6.7	160	7/10
Type R	TBA	228	400	5.7	270	7.3	170	8/10

**EURO NCAP: ••••• L: 430/455cm W: 175/177cm**  
**H: 144cm Boot: 440/477-1210 litres Fuel Tank: 50 litres**

### HR-V

Not nearly as mad as the original. Crossover style with all the characteristic Honda cleverness but unfortunately, no diesels engines.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Comfort	299 900	88	145	12.0	179	6.2	147	6/10
1.8 Elegance	354 900	105	172	10.1	188	6.8	162	7/10

**EURO NCAP: n/a L: 431cm W: 177cm H: 161cm**  
**Boot: 393-1022 litres Fuel Tank: 40/50 litres**

### CR-Z

An award winner at TopGear in 2010. Buck Rogers styling, low emissions and a compelling balance of performance and economy. It's the CR-X reborn.





## CR-V

Honda's SUV now sharper to the eye, but lacks the branding cachet. Should last rather well.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.0 Comfort	355 900	114	192	10.0	190	7.7	182	6/10
2.0 Comfort auto	370 900	114	192	12.4	185	7.6	181	6/10
2.0 Elegance	404 100	114	192	10.0	190	7.7	182	6/10
2.0 Elegance auto	419 100	114	192	12.4	185	7.6	181	6/10
2.4 Executive AWD	520 900	140	220	11.1	190	8.6	203	6/10
2.4 Exclusive AWD	557 900	140	220	11.1	190	8.6	203	6/10

EURO NCAP: n/a L: 457cm W: 182cm H: 165cm  
Boot: 1146 litres Fuel Tank: 58 litres

## Accord

Say sayonara to the Accord as we knew it in favour of an obese, cumbersome American version. Or simply put, the American version.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.0 Elegance	416 400	114	190	11.7	200	7.5	178	5/10
2.4 Executive	480 600	132	225	10.6	200	8.1	192	5/10
3.5 V6 Exclusive	587 800	207	339	7.2	200	9.2	217	5/10

EURO NCAP: n/a L: 489cm W: 182cm H: 147cm  
Boot: 453 litres Fuel Tank: 65 litres

## HYUNDAI

### TopGear on Hyundai:

Korean behemoth perhaps the greatest threat of all to Toyota's passenger-car business. Needs a bakkie for true world domination.

## i10

Facelifted car, but don't think Hyundai has taken that as an excuse to make it expensive.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.1 Motion	134 900	50	99	15.2	153	4.8	114	6/10
1.1 Motion auto	147 900	50	99	17.1	146	5.7	135	6/10

EURO NCAP: n/a L: 395cm W: 166cm H: 154cm  
Boot: 225/910 litres Fuel Tank: 35 litres

## Grand i10

Lacks the charisma of the Panda and the sheer polish of the Up but actually, if you don't care about cars then buy this one.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.25 Motion	154 900	64	120	12.7	167	5.9	130	6/10
1.25 Fluid	167 900	64	120	12.7	167	5.9	130	7/10
1.25 Fluid auto	177 900	64	120	14.2	160	6.9	147	7/10

EURO NCAP: n/a L: 377cm W: 166cm H: 152cm  
Boot: 256-1202 litres Fuel Tank: 43 litres

## i20

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.2 Motion	182 900	61	115	13.6	165	5.9	140	5/10
1.2 Fluid	202 900	61	115	13.6	165	5.9	140	5/10
1.4 Fluid	215 900	74	133	11.4	182	6.5	147	5/10
1.4 Fluid auto	225 900	74	133	13.2	163	7.5	160	5/10
1.4 N Series	235 500	85	160	n/a	182	6.5	147	5/10

EURO NCAP: n/a L: 400cm W: 173cm H: 149cm  
Boot: 294/1010 litres Fuel Tank: 45 litres

## Accent

Plastic hubcaps complete sleeper looks, with a rev-happy screamer of an engine.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Motion	214 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid	231 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid auto	241 900	91	156	11.4	184	6.4	151	7/10
hatch 1.6 Fluid	241 900	91	156	10.2	190	6.4	152	7/10
hatch 1.6 Fluid auto	251 900	91	156	11.4	184	6.8	161	7/10

EURO NCAP: n/a L: 437cm W: 170cm H: 146cm  
Boot: 389 litres Fuel Tank: 43 litres

## Elantra

A monumental improvement over its predecessor, and like the Accent also offers zingy performance.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	270 900	96	157	10.1	200	6.4	152	6/10
1.6 Premium auto	285 900	96	157	11.6	195	6.9	163	6/10
1.6 Executive	280 900	96	157	10.1	200	6.4	152	6/10
1.6 Executive auto	295 900	96	157	11.6	195	6.9	163	6/10

EURO NCAP: n/a L: 455cm W: 178cm H: 145cm  
Boot: 485 litres Fuel Tank: 50 litres

## i30

Woah, Hyundai seem to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	290 900	95	157	10.5	192	6.4	152	6/10
1.6 Premium auto	310 900	95	157	11.5	190	6.8	173	5/10
1.8 Executive	310 900	110	178	9.7	195	6.5	157	7/10

EURO NCAP: n/a L: 430cm W: 178cm H: 148cm  
Boot: 378 litres Fuel Tank: 53 litres

## Veloster

A cool, quirky coupé/hatch with one door on the driver's side and two doors on the other. A modicum of talent, too.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
1.6 Executive	302 900	103	167	9.7	201	6.8	163	6/10
1.6 Executive auto	322 900	103	167	10.3	200	6.8	161	6/10
Turbo Elite	383 900	150	265	7.8	224	7.2	171	6/10
Turbo Elite auto	403 900	150	265	7.3	225	6.9	165	6/10

EURO NCAP: n/a L: 422cm W: 179cm H: 140cm  
Boot: 440 litres Fuel Tank: 50 litres

## iX35

A weird but not unattractive compact SUV that marks Hyundai's trend towards recovery. No masterpiece, but you could do worse.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.0 Premium	343 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium Special Edition	364 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium auto	359 900	116	192	n/a	n/a	n/a	n/a	6/10
2.0 Premium auto Special Ed.	379 900	116	192	11.5	177	8.9	207	6/10
1.7CRDi Premium	369 900	85	260	12.4	174	5.3	139	6/10
1.7CRDi Premium Special Ed.	389 900	85	260	12.4	173	5.3	139	6/10
2.0 Executive	384 900	116	192	10.7	185	8.5	204	6/10
2.0 Executive Special Edition	399 900	116	192	10.7	185	8.5	204	5/10
2.0 Elite	409 900	116	192	11.5	177	8.8	200	5/10
2.0 Elite Special Edition	424 900	116	192	11.5	177	8.8	200	5/10
2.0CRDi Elite	439 900	130	383	9.4	195	6.5	170	6/10
2.0CRDi Elite Special Edition	459 900	130	383	9.4	195	6.5	170	6/10
2.0CRDi 4WD Elite	500 900	130	392	9.8	195	7.2	190	5/10
2.0CRDi 4WD Elite Special Ed	520 900	130	392	9.8	195	7.2	190	5/10

EURO NCAP: n/a L: 441cm W: 182cm H: 166cm  
Boot: 591-1436 litres Fuel Tank: 55 litres

## H-1

Surprisingly good van that should be issued as standard spec to JZ's wives. Lots of space, plenty to like.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.4 wagon GLS	445 900	126	224	16.5	182	10.2	241	5/10
2.5CRDi wagon GLS	528 900	120	392	14.5	180	9.8	280	6/10

EURO NCAP: n/a L: 512cm W: 192cm H: 194cm  
Boot: 851-4308 litres Fuel Tank: 75 litres

## Santa Fe

Supersized iX35 still only comes with one engine choice, which is one of the best diesels in class.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.2CRDi Premium	571 900	145	436	9.8	190	8.0	187	6/10
2.2CRDi 4WD Elite	651 900	145	436	10.0	190	8.3	194	6/10

EURO NCAP: n/a L: 469cm W: 189cm H: 168cm  
Boot: 277/2008 litres Fuel Tank: 64 litres

## INFINITI

### TopGear on Infiniti:

Luxury Nissans are the answer to a question no-one has ever asked.



## Q50

More sharply styled but otherwise anonymous saloon from Nissan's luxury wing. This time it takes air squarely at the BMW 3 Series.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
2.2d	420 000	125	400	8.7	231	4.8	125	6/10
2.2d Premium	459 700	125	400	8.5	230	5.0	133	7/10
2.2d Sport	489 900	125	400	8.5	230	5.0	133	7/10
2.0T Premium	450 500	155	350	7.2	245	7.0	162	6/10
2.0T Sport	480 700	155	350	7.2	245	7.0	162	6/10
SE Hybrid	609 900	261e	536e	5.1	250	6.8	159	6/10
SE Hybrid AWD	634 900	261e	536e	5.4	250	7.2	169	6/10

EURO NCAP: n/a L: 479cm W: 182cm H: 145cm  
Boot: 500/400 litres Fuel Tank: 74/70 litres

## QX50

An agreeably different crossover SUV thingummy that'll separate you from the BMW X3 and Freelander herds. But will anyone ever buy it off you?



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
3.0d	596 949	175	550	7.9	221	8.5	224	5/10
3.0d GT	637 824	175	550	8.5	224	8.5	224	5/10
3.0d GT Premium	679 230	175	550	7.9	221	8.5	224	5/10
3.7 GT	629 070	235	360	6.4	240	12.2	288	5/10
3.7 GT Premium	670 476	235	360	6.4	240	12.2	288	5/10

EURO NCAP: n/a L: 464cm W: 180cm H: 158cm  
Boot: 340/1175 litres Fuel Tank: 80 litres

## Q60

Attractive as a coupé and not a disaster as a folding tin-top. BMW and Audi won't be losing any sleep though. Nor should you.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
coupé 3.7 GT	618 687	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S	641 270	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S Premium	674 569	235	360	5.9	250	11.4	268	4/10
cabrio 3.7 GT Premium	701 687	235	360	6.4	250	11.4	268	4/10

EURO NCAP: n/a L: 466cm W: 182cm H: 139cm  
Boot: 275/333 litres Fuel Tank: 80 litres

## Q70

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.



	PRICE	VW	km	0-100	km/h	L/100km	CO2	RATING
3.7 GT	651 654	235	360	6.2	250	10.2	235	5/10
3.7 GT Premium	708 205	235	360	6.2	250	10.2	235	5/10
3.7 S Premium	732 426	235	360	6.2	250	10.2	235	5/10
3.0d GT	672 539	175	550	6.9	250	7.5	199	6/10
3.0d GT Premium	729 590	175	550	6.9	250	7.5	199	6/10
3.0d S	696 759	175	550	6.9	250	7.5	199	6/10
3.0d S Premium	753 810	175	550	6.9	250	7.5	199	6/10

EURO NCAP: n/a L: 495cm W: 185cm H: 150cm  
Boot: 450 litres Fuel Tank: 80 litres

## QX70


Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



	PRICE	VW	km	0-100	km/h</
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**QX80**  
HIDEOUS. UNNECESSARY. BEHEMOTH. YOURS FOR WELL BEYOND A MILLION RAND. A BARGAIN FOR A YACHT.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
5.6	1265 000	238	560	7.5	210	14.8	6/10

**EURO NCAP: n/a L: 531cm W: 227cm H: 195cm**  
**Boot: 470-2693 litres Fuel Tank: 100 litres**

**ISUZU**

**TopGear on Isuzu:**  
The quintessential bakkie brand – it does nothing else – has fallen behind the technology curve. Reliable, but rivals are better.

**KB**  
After a glacial development cycle, loyal Isuzu customers are rewarded by a very capable new KB.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
250	218 400	58	170	n/a	n/a	7.9	208 6/10
250 Fleetside	241 500	58	170	n/a	n/a	7.9	208 6/10
250D-Teq Fleetside	270 600	100	320	n/a	n/a	7.6	199 6/10
250D-Teq LE	307 600	100	320	n/a	n/a	7.6	199 6/10
250D-Teq LE	307 600	100	320	n/a	n/a	7.6	199 6/10
250D-Teq 4x4 LE	357 600	100	320	n/a	n/a	8.2	217 7/10
300D-Teq 4x4 LX	410 000	130	380	n/a	n/a	8.1	213 7/10
Extended Cab							
250D-Teq Fleetside	317 000	100	320	n/a	n/a	7.6	199 6/10
300D-Teq LX	394 200	130	380	n/a	n/a	7.7	202 7/10
300D-Teq LX auto	407 500	130	380	n/a	n/a	7.7	204 7/10
300D-Teq 4x4 LX	451 800	130	380	n/a	n/a	7.9	209 6/10
double cab							
250D-Teq Fleetside	325 700	100	320	n/a	n/a	7.7	203 6/10
250D-Teq LE	406 200	100	320	n/a	n/a	7.7	203 6/10
250D-Teq 4x4 LE	429 100	100	320	n/a	n/a	7.9	208 6/10
300D-Teq LX	463 700	130	380	n/a	n/a	7.8	204 7/10
300D-Teq LX auto	474 900	130	380	n/a	n/a	7.7	204 7/10
300D-Teq 4x4 LX	523 600	130	380	n/a	n/a	7.9	209 7/10
300D-Teq 4x4 LX auto	529 700	130	380	n/a	n/a	7.9	208 7/10

**EURO NCAP: n/a L: 522/531cm W: 177/186cm H: 169/179cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

**JAGUAR**

**TopGear on Jaguar:**  
Indian cash finally delivered Jaguar's E-Type rival, only a few decades late. Characterful British alternative to the Germans.


**XE**  
Forget the F-Type, this is actually the most important Jaguar of the last decade. Exchange rate afflicted pricing doesn't assist its ambitions.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
20d Pure	534 800	132	430	7.8	231	4.2	109 6/10
20d Prestige	590 400	132	430	7.8	228	4.2	109 6/10
20d R-Sport	614 000	132	430	7.8	228	4.2	109 6/10
20d Portfolio	654 600	132	430	7.8	228	4.2	109 7/10
25t Prestige	644 953	177	340	6.8	250	7.5	179 6/10
25t R-Sport	688 653	177	340	6.8	250	7.5	179 6/10
25t Portfolio	709 253	177	340	6.8	250	7.5	179 6/10
S	915 692	250	450	5.1	250	8.1	194 6/10

**EURO NCAP: n/a L: 467cm W: 185cm H: 142cm**  
**Boot: 455 litres Fuel Tank: 56 (20d) / 63 (25t, S) litres**

**XF**  
A blistering return to form for Jaguar. The XF does luxury, dynamics and dares to be different. Right on.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.2D Luxury	637 199	147	450	8.5	225	5.1	158 8/10
2.0 i4 Luxury	657 326	177	340	7.9	241	8.9	207 7/10
2.2D Premium Luxury	712 689	147	450	8.5	225	5.1	158 8/10
2.0 i4 Premium Luxury	731 726	177	340	7.9	241	8.9	207 7/10
3.0 Supercharged R-Sport	832 170	250	450	5.9	250	9.4	224 7/10
3.0 Superchd Premium Luxury	910 970	250	450	5.9	250	9.4	224 7/10
3.0D S Premium Luxury	918 727	202	600	6.4	250	6.0	169 7/10

XFR  
1349 690 375 625 4.9 250 11.6 270 8/10  
XFR-S  
1487 590 405 680 4.6 300 11.6 270 9/10

**EURO NCAP: n/a L: 496cm W: 188cm H: 146cm**  
**Boot: 540/923 litres Fuel Tank: 70 litres**


**F-Type**  
Could be an over-priced Boxster rival. Or bargain 911 alternative. In reality, a simply fantastic car.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
coupe	924 205	250	450	5.3	260	8.4	199 9/10
convertible	941 505	250	450	5.3	260	8.4	199 8/10
S coupe	1082 316	280	460	4.9	275	8.6	203 9/10
S convertible	1079 616	280	460	4.9	275	8.6	203 9/10
R coupe	1669 551	405	680	4.2	300	10.7	255 9/10
R convertible	1686 851	405	680	4.2	300	10.7	255 9/10
R coupe AWD	1760 187	405	680	4.1	300	11.3	269 9/10

**EURO NCAP: n/a L: 447cm W: 192cm H: 131cm**  
**Boot: 200/148 litres Fuel Tank: 70 litres**

**XJ**  
Yowzers! The XJ is rapid, refined and just plain beautiful. The interior is so special we had to invent an award for it.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
XJ i4 Luxury	986 947	177	340	7.9	241	9.0	215 8/10
XJL i4 Premium Luxury	1210 047	177	340	7.9	241	9.0	215 8/10
XJ 3.0D Luxury	1287 766	220	700	6.2	250	7.0	184 8/10
XJ 3.0D Premium Luxury	1412 866	220	700	6.2	250	7.0	184 8/10
XJL 3.0D Premium Luxury	1503 666	220	700	6.2	250	7.0	184 8/10
XJL 3.0 Supercharged R-Sport	1808 937	250	450	5.9	250	9.1	211 8/10
XJL 3.0 Supercharged Portfolio	1670 187	250	450	5.9	250	9.1	211 8/10
XJR	2184 290	405	680	4.6	280	11.1	270 9/10
XJL 5.0 Sprchrd Autobiography	2403 890	375	625	4.9	250	11.1	270 8/10

**EURO NCAP: n/a L: 512/525cm W: 189cm H: 149cm**  
**Boot: 520 litres Fuel Tank: 82 litres**

**JEEP**

**TopGear on Jeep:**  
Some very capable 4x4s; but you've already bought that Land-Rover or 'Cruiser, haven't you?


**Renegade**  
Fiat 500X's American cousin. If real Jeeps have round headlights, then this is surely one. Right?



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.6L Longitude	340 990	81	152	11.8	178	6.0	141 5/10
1.4L T Limited	375 990	103	230	10.9	181	6.0	140 6/10
1.6L Multijet Limited	388 990	88	320	10.2	178	4.6	120 6/10
2.4L 4x4 Trailhawk	435 990	137	232	n/a	n/a	9.8	230 5/10
1.4L T 4x4 Limited	450 990	125	250	8.8	196	6.9	160 6/10

**EURO NCAP: n/a L: 445cm W: 181cm H: 166cm**  
**Boot: 458/1269 litres Fuel Tank: 51 litres**


**Compass**  
The most softcore Jeep in the range – more of a quasi-SUV and only in 2WD here. Looks alright, priced right, but rivals are more accomplished.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0L Limited	377 990	115	190	10.6	180	7.6	175 4/10
2.0L Limited auto	390 990	115	190	n/a	n/a	8.2	190 4/10

**EURO NCAP: n/a L: 445cm W: 181cm H: 166cm**  
**Boot: 458/1269 litres Fuel Tank: 51 litres**

**Wrangler**  
Yee and indeed ha. The Wrangler is still basic, but has been around for so long it is now retro. Five-door is rugged in the Defender vein.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3.6L Sahara	484 990	209	347	8.1	159	11.0	256 5/10
3.6L Rubicon	509 990	209	347	8.1	159	11.4	266 6/10
Unlimited 3.6L Sahara	529 990	209	347	8.9	180	11.7	273 6/10
Unlimited 3.6L Altitude	542 990	209	347	8.9	180	11.7	273 6/10
Unlimited 3.6L Rubicon	554 990	209	347	8.9	180	11.9	276 7/10
Unlimited 3.6L Rubicon X	579 990	209	347	8.9	180	11.9	276 7/10

Unlimited 2.8CRD Sahara  
589 990 147 480 10.7 172 8.3 217 6/10

**EURO NCAP: n/a L: 422/475cm W: 188cm H: 184cm**  
**Boot: 498/935 litres Fuel Tank: 85 litres**


**Cherokee**  
After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.4L Longitude	512 990	130	229	10.5	196	8.3	193 6/10
3.2L Limited	553 990	200	315	8.1	209	9.5	221 6/10
3.2L 4x4 Limited	603 990	200	315	8.1	209	10.0	232 7/10
3.2L 4x4 Trailhawk	654 990	200	315	8.4	180	10.0	232 7/10

**EURO NCAP: n/a L: 463cm W: 186cm H: 186/190cm**  
**Boot: 412-1267 litres Fuel Tank: 60 litres**

**Grand Cherokee**  
Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. See also Chrysler 300C.




	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3.6L Limited	724 990	210	347	8.3	206	10.4	244 6/10
3.6L Overland	789 990	210	347	8.3	206	10.4	244 6/10
3.6L Summit	891 990	210	347	8.3	206	10.4	244 6/10
3.0CRD Limited	829 990	179	569	8.2	202	7.5	198 7/10
3.0CRD Overland	889 990	179	569	8.2	202	7.5	198 7/10
3.0CRD Summit	989 990	179	569	8.2	202	7.5	198 6/10
5.7L Overland	835 990	259	520	7.3	225	13.0	304 5/10
SRT	1099 990	344	624	5.0	257	14.0	327 7/10

**EURO NCAP: n/a L: 482cm W: 194cm H: 176cm**  
**Boot: 782/1554 litres Fuel Tank: 93 litres**

**KIA**

**TopGear on Kia:**  
For people who need a better-styled Hyundai.


**Picanto**  
A Kia cracker. New and improved Picanto looks good, drives well, costs little and is warrantable to the max.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.0 LS	119 995	51	94	14.3	155	4.9	117 7/10
1.0 LX	139 995	51	94	14.3	155	4.9	117 7/10
1.0 LX auto	152 995	51	94	n/a	n/a	5.8	132 7/10
1.2 EX	154 995	65	120	11.6	169	5.0	119 7/10
1.2 EX auto	167 995	65	120	n/a	n/a	6.0	144 7/10

**EURO NCAP: n/a L: 360cm W: 160cm H: 148cm**  
**Boot: 200/870 litres Fuel Tank: 35 litres**

**Rio**  
Another looker from Kia desperately in search of more shove.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
hatch 1.2	186 995	65	120	13.1	168	5.4	129 4/10
hatch 1.4	210 995	79	135	11.5	183	6.4	151 5/10
hatch 1.4 auto	223 995	79	135	13.2	170	7.0	165 5/10
hatch 1.4 Tec	223 995	79	135	11.5	183	6.4	151 5/10
hatch 1.4 Tec auto	236 995	79	135	13.2	170	7.0	165 5/10
sedan 1.2	186 995	65	120	13.1	168	5.4	129 4/10
sedan 1.4	210 995	79	135	11.5	183	6.4	151 5/10
sedan 1.4 auto	223 995	79	135	13.2	170	7.0	165 6/10
sedan 1.4 Tec	223 995	79	135	11.5	183	6.4	151 6/10
sedan 1.4 Tec auto	236 995	79	135	13.2	170	7.0	165 6/10



2.0 Smart auto	334 995	116	192	10.2	186	7.9	187	5/10
1.6D Street	318 995	94	260	10.8	180	5.2	137	6/10
1.6D Smart auto	362 995	94	260	12.2	177	6.2	164	6/10

**EURO NCAP:** n/a L: 414cm W: 180cm H: 161cm  
Boot: 354-1367 litres Fuel Tank: 54 litres

## Cerato

VW rivaling build quality and design – thanks to former VW man Peter Schreyer. Rather compelling, but needs forced-induction power.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 EX	267 995	95	157	10.1	200	6.5	154	7/10
hatch 1.6 EX auto	280 995	95	157	11.6	195	6.8	160	7/10
hatch 2.0 EX	299 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 EX auto	312 995	118	194	9.3	205	7.2	170	7/10
hatch 2.0 SX	329 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 SX auto	342 995	118	194	9.3	205	7.2	170	7/10
sedan 1.6 EX	267 995	95	157	10.1	200	6.5	154	7/10
sedan 1.6 EX auto	280 995	95	157	11.6	195	6.8	160	7/10
sedan 2.0 EX	299 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 EX auto	312 995	118	194	9.3	205	7.2	170	7/10
sedan 2.0 SX	329 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 SX auto	342 995	118	194	9.3	205	7.2	170	7/10
Koup 1.6T	357 995	152	265	7.7	224	7.2	170	6/10
Koup 1.6T auto	370 995	152	265	7.4	222	7.9	187	6/10

**EURO NCAP:** n/a L: 456cm W: 178cm H: 145cm  
Boot: 482 litres Fuel Tank: 50 litres

## Sporgage

Another one of Kia's stand-out cars, the Sporgage is a handsome, spacious, value-driven crossover.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
2.0 Ignite	349 995	116	192	10.7	185	8.7	207	6/10
2.0	361 995	116	192	10.7	185	8.7	207	6/10
2.0 auto	394 995	116	192	11.5	177	8.9	213	6/10
2.0CRDi	411 995	130	382	9.4	195	6.7	175	7/10
2.0CRDi auto	424 995	130	392	9.6	196	7.3	192	7/10
2.0CRDi Tec auto	443 995	130	392	9.6	196	7.3	192	6/10
2.0 AWD	416 995	116	192	11.3	184	8.7	207	5/10
2.0 AWD auto	429 995	116	192	11.7	175	8.9	213	5/10
2.0CRDi AWD	446 995	130	382	9.8	194	6.7	175	6/10
2.0CRDi AWD auto	459 995	130	392	9.8	195	7.3	192	6/10
2.0CRDi AWD Tec auto	478 995	130	392	9.8	195	7.3	192	6/10
2.0CRDi AWD Explore auto	499 995	130	392	9.8	195	7.3	192	6/10

**EURO NCAP:** n/a L: 444cm W: 186cm H: 165cm  
Boot: 564/1353 litres Fuel Tank: 58 litres

## Sorento

The Sorento is a cheap, totally forgettable SUV. Decent standard spec is nice, automotive androgeny less so.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
2.4 LS	379 995	127	225	10.5	180	9.2	220	5/10
2.2CRDi LX	499 995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD EX	599 995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD SX	634 995	147	440	9.6	203	6.8	177	6/10

**EURO NCAP:** n/a L: 478cm W: 189cm H: 169cm  
Boot: 660-1732 / 142-1662 litres Fuel Tank: 70 litres

## Grand Sedona

Gargantuan people carrier looks less so courtesy of typically clever Kia styling. V-Class for the middle class.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
2.2CRDi EX	499 995	147	440	13.8	180	8.0	208	6/10
2.2CRDi SX	625 995	147	440	13.8	180	8.0	208	7/10
2.2CRDi SXL	669 995	147	440	13.8	180	8.0	208	6/10
3.3 V6 SX	605 995	199	318	8.6	190	10.9	260	6/10
3.3 V6 SXL	649 995	199	318	8.6	190	10.9	260	6/10

**EURO NCAP:** n/a L: 512cm W: 199cm H: 174cm  
Boot: 359-2718 litres Fuel Tank: 80 litres

## LAMBORGHINI

### TopGear on Lamborghini:

All-wheel drive because it's owned by Audi. Preposterous cars the world would be a poorer place without.

## Huracán

Lambo's riposte to the 458 and 650S. Smoother and slicker but ultimately remains Gallardo V2.0.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
LP610-4	4785 000	449	560	3.2	325+	12.5	290	9/10

**EURO NCAP:** n/a L: 446cm W: 192cm H: 117cm  
Boot: n/a litres Fuel Tank: 80 litres

## Aventador

Murciélago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still one bonkers supercar.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
LP700-4	7195 000	515	690	2.9	350	16.0	370	9/10
LP700-4 Roadster	7545 000	515	690	3.0	350	16.0	370	9/10

**EURO NCAP:** n/a L: 478cm W: 203cm H: 114cm  
Boot: n/a litres Fuel Tank: 90 litres

## LAND ROVER

### TopGear on Land Rover:

No longer a symbol of British hard-line foreign policy. Range Rover once again the stately SUV brand it once was.

## Defender

Still going. Still a workhorse farmer's SUV, where practicality outweighs ergonomics, luxury ride-quality and speed.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
90 TD station wagon S	543 800	90	360	15.8	145	10.0	266	6/10
90 TD station wagon Heritage	805 500	90	360	15.8	145	10.0	266	6/10
90 TD station wagon S	568 300	90	360	15.8	145	10.0	266	6/10
110 TD pick-up E	507 200	90	360	15.8	145	11.1	295	6/10
110 TD high-capacity pick-up E	523 400	90	360	15.8	145	11.1	295	6/10
110 TD station wagon S	568 300	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Heritage	667 300	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Adventure	704 700	90	360	15.8	145	11.1	295	6/10
110 TD double cab S	802 400	90	360	15.8	145	11.1	295	6/10
130 TD crew cab E	811 300	90	360	17.0	132	11.1	295	6/10

**EURO NCAP:** n/a L: 389/464/517cm W: 179cm H: 197/202cm  
Boot: 1600/2300 litres Fuel Tank: 60/75 litres

## Discovery Sport

The Freelander gets a new name, two more seats and much more. Pricey, but if you're a yummy mummy, you'll want this.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
S TD4	545 901	110	400	10.3	180	6.0	159	6/10
S SD4	595 020	140	420	8.9	188	6.3	166	8/10
S Si4	598 200	177	340	8.2	199	6.3	167	7/10
SE SD4	840 320	140	420	8.9	188	6.3	166	8/10
SE Si4	843 500	177	340	8.2	199	6.3	167	7/10
HSE SD4	697 020	140	420	8.9	188	6.3	166	8/10
HSE Si4	700 200	177	340	8.2	199	6.3	167	7/10
HSE Luxury SD4	736 120	140	420	8.9	188	6.3	166	8/10
HSE Luxury Si4	739 300	177	340	8.2	199	6.3	167	7/10

**EURO NCAP:** n/a L: 459cm W: 207cm H: 172cm Boot: 981-1698 litres Fuel Tank: 65 (TD4/SD4) 70 (Si4) litres

## Range Rover Evoque

A Range Rover rebooted for a younger, more stylish audience – it's a junior-SUV, with 3 or 5 doors. One for fashionistas, not farmers.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
SE SD4	680 922	140	420	8.5	195	6.3	167	8/10
SE Si4	710 090	177	340	7.6	217	6.3	163	7/10
HSE Dynamic SD4	815 622	140	420	8.5	195	6.3	167	8/10
HSE Dynamic Si4	844 790	177	340	7.6	217	6.3	163	7/10
coupé HSE Dynamic SD4	815 212	140	420	8.5	195	6.2	163	8/10

coupé HSE Dynamic Si4	844 790	177	340	7.6	217	6.3	163	7/10
Autobiography SD4	865 622	140	420	8.5	195	6.3	167	8/10
Autobiography Si4	894 790	177	340	7.6	217	6.3	163	7/10

**EURO NCAP:** n/a L: 437cm W: 198cm H: 161/164cm  
Boot: 155-1445 / 550-1350 litres Fuel Tank: 58/70 litres

## Discovery 4

The best practical SUV on sale. Standard air suspension, seven seats, nicely luxurious, except on the expedition-spec XS.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
TDV6 XS	731 386	155	520	10.7	180	8.8	230	7/10
SDV6 S	874 886	183	600	9.3	180	8.8	230	8/10
SDV6 SE	929 529	250	450	8.1	195	12.0	285	8/10
SDV6 SE	929 286	183	600	9.3	180	8.8	230	8/10
SDV6 HSE	1024 429	250	450	8.1	195	12.0	285	8/10
SDV6 HSE	1025 286	183	600	9.3	180	8.8	230	8/10

**EURO NCAP:** n/a L: 483cm W: 188cm H: 189cm  
Boot: 280/2560 litres Fuel Tank: 84 litres

## Range Rover Sport

A prettier Range Rover Sport would have been a contradiction in terms, but the new one definitely comes with less thuggishness.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
SCV6 S	983 074	250	450	7.2	210	11.3	264	8/10
TDV6 S	1007 631	183	600	7.2	210	7.9	209	8/10
SCV6 SE	1080 774	250	450	7.2	210	11.3	264	8/10
SDV6 SE	1167 031	215	600	7.2	210	7.9	209	8/10
SCV6 HSE	1278 774	250	450	7.2	210	11.3	264	8/10
SDV6 HSE	1384 531	215	600	7.2	210	7.9	209	8/10
SCV6 HST	1383 074	280	450	7.1	210	11.3	264	8/10
Supercharged HSE Dynamic	1521 023	375	625	5.3	250	13.8	321	9/10
SDV8 HSE Dynamic	1531 383	250	740	6.9	210	8.7	229	9/10
Superchrgd Autobiog Dynamic	1684 323	375	625	5.3	250	13.8	321	9/10
SDV8 Autobiography Dynamic	1675 283	250	740	6.9	210	8.7	229	9/10
SVR	1923 125	405	680	4.7	260	13.8	322	9/10

**EURO NCAP:** n/a L: 485cm W: 207cm H: 178cm  
Boot: 784 litres Fuel Tank: 80/105 litres

## Range Rover

This is not an SUV. That's far too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



	PRICE	1W	1m	0-100	km/h	L/100km	CO2	RATING
TDV6 Vogue	1525 578	190	600	7.9	210	8.6	227	8/10
SDV8 Vogue SE	1879 483	250	740	6.9	215	8.7	229	8/10
Supercharged Vogue SE	1936 525	375	625	5.4	225	13.8	322	8/10
SDV8 Autobiography	2113 483	250	740	6.9	215	8.7	229	8/10
Supercharged Autobiography	2170 325	375	625	5.4	225	13.8	322	8/10
L SDV8 Autobiography	2202 263	250	740	7.0	215	8.7	229	8/10
L Superchgd Autobiography	2258 125	375	625	5.8	225	13.8	322	8/10
L SDV8 SV Autobiography	3038 483	250	740	7.0	215	8.7	229	8/10
L Superchgd SV Autobiography	3181 225	405	680	5.5	225	13.8	322	8/10



300h EX 549100 151e 1213+e 8.5 180 5.5 130 7/10

**EURO NCAP: N/A L: 490cm W: 182cm H: 145cm**  
**Boot: 490 litres Fuel Tank: 65 litres**

**IS**  
 A 3 Series drive too well for you? Then buy this, it's worse. In other areas, the IS gives the Germans a much tougher time.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
200t E	527900	180	350	7.0	230	7.5	175	7/10
200t EX	580700	180	350	7.0	230	7.5	175	7/10
350 F-Sport	627300	228	375	5.9	225	9.7	225	7/10

**EURO NCAP: n/a L: 467cm W: 181cm H: 143cm**  
**Boot: 390 litres Fuel Tank: 66 litres**

**NX**  
 Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
200t E	550700	175	350	7.1	200	7.9	184	6/10
200t EX	581500	175	350	7.1	200	7.9	184	6/10
200t F-Sport	673100	175	350	7.1	200	7.9	184	7/10
300h EX	645700	145e	210+e	9.2	180	6.0	140	6/10

**EURO NCAP: N/A L: 463cm W: 185cm H: 163cm Boot: 500-1545 litres Fuel Tank: 60 litres (200t) / 56 litre (300h)**

**GS**  
 The latest version of Lexus' 5 Series wannabe that's famous for coming in high-tech hybrid guise. This is an expensive car.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
350 EX	693200	233	378	6.0	232	10.0	232	4/10
350 F-Sport	761200	233	378	6.0	232	10.0	232	5/10
450h EX	961900	254e	352+e	5.9	250	6.3	147	4/10

**EURO NCAP: ••••• L: 485cm W: 184cm H: 146cm**  
**Boot: 482 litres Fuel Tank: 66 litres**

**RC**  
 Rear wheel drive and naturally aspirated with a lot of kit, but turbocharged German rivals are still retain the superior driving experience. Bold, though.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
350 F-Sport	730900	233	378	6.3	230	9.4	217	6/10

**EURO NCAP: n/a L: 470cm W: 184cm H: 140cm Boot: 423 litres Fuel Tank: 66 litres**

**RX**  
 One of the smoothest road-biased SUVs, the RX does without seven seats and ain't as economical as it'll lead you to believe. Chuffing pricey, too.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
350 EX	748800	204	346	8.0	200	10.6	250	5/10
450h SE	951300	220e	317+e	7.8	200	6.3	148	5/10

**EURO NCAP: n/a L: 477cm W: 189cm H: 176cm**  
**Boot: 496 litres Fuel Tank: 65 litres**

**LX**  
 Great if you own an oil field. Favourite of dictators and global warming sceptics. Makes environmentalists melt.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
570 SE	1364400	270	530	7.5	210	14.8	350	7/10

**EURO NCAP: n/a L: 499cm W: 197cm H: 192cm**  
**Boot: 1276 litres Fuel Tank: 93 litres**

**LS**  
 Huge limo-like rival to the S-Class and 7 Series. Usefully wafty, if a little Japanese domestic market in execution.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
460	1453400	285	493	5.7	250	10.7	249	7/10

**EURO NCAP: n/a L: 509cm W: 189cm H: 147cm**  
**Boot: 490 litres Fuel Tank: 84 litres**

## MAHINDRA

### TopGear on Mahindra:

Truly awful Indian products. Will make you consider something Chinese. Yes: that bad.

### Bolero

Favourite of farmers and four-wheelers on a very tight budget.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.5Di Maxitruck Plus	132995	46	195	n/a	115	7.0	n/a	4/10
2.5TD Loader	149995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	162995	74	238	n/a	n/a	9.5	251	4/10
2.5TD 4x4 double cab	194995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	165995	74	235	n/a	n/a	9.5	251	4/10
2.5TD 4x4	214995	74	235	n/a	n/a	9.5	251	4/10

**EURO NCAP: n/a L: 492cm W: 170-182cm H: 183-189cm**  
**Boot: n/a litres Fuel Tank: 45(2.5Di) 56 litres (2.5TD)**

### Genio

A hybrid, but not as you know it. Inspired by the Aussie ute.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	184995	89	230	n/a	150	7.9	210	4/10
2.2CRDe Plus	209995	88	230	n/a	150	7.9	210	4/10
2.2CRDe double cab	219995	89	230	n/a	150	7.9	210	4/10

**EURO NCAP: n/a L: 515cm W: 185cm H: 188cm**  
**Boot: n/a litres Fuel Tank: 74 litres**

### Quanto

A five-seater compact SUV? No, really. What is this?



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	221995	89	230	n/a	150	7.6	200	4/10

**EURO NCAP: n/a L: 422cm W: 184cm H: 190cm**  
**Boot: n/a litres Fuel Tank: 55 litres**

### Xylo

Filled the gap vacated when the Toyota Condo flew off.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe E2	229995	89	230	n/a	n/a	7.6	200	2/10
2.2CRDe E8	254995	89	230	n/a	n/a	7.6	200	2/10

**EURO NCAP: n/a L: 452cm W: 185cm H: 190cm**  
**Boot: n/a litres Fuel Tank: 55 litres**

### Scorpio Pick-up

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap. This one takes a bigger load.

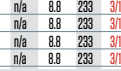


	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.5TCi Loader	169995	74	258	n/a	n/a	9.9	260	3/10
2.5TCi	190995	74	258	n/a	n/a	9.9	260	3/10
2.5TCi 4x4	234995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	199995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	232995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	253995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure double cab	286995	89	230	n/a	n/a	8.8	233	3/10
2.5TCi	233995	74	258	n/a	n/a	9.9	260	3/10
2.5TCi 4x4	261995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	254995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	287995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	281995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	311995	89	230	n/a	n/a	8.8	233	3/10

**EURO NCAP: n/a L: 443/512cm W: 177cm H: 186/198cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

### Scorpio

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe VLX	249995	89	230	n/a	n/a	8.8	233	3/10

2.2CRDe VLX Adventure	275995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VLX	289995	89	230	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VLX Adventure	315995	89	230	n/a	n/a	8.8	233	3/10

**EURO NCAP: n/a L: 512cm W: 177cm H: 198cm Boot: n/a litres Fuel Tank: 80 litres**

### XUV

Mahindra enters the 21st Century. Not that it's worth noticing.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe W4	259995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W6	289995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8	329995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8 AWD	349995	103	330	n/a	n/a	7.1	180	5/10

**EURO NCAP: n/a L: 456cm W: 179cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

## MASERATI

### TopGear on Maserati:

Cheap, somewhat less sophisticated Ferraris which are a lot more palatable to non-car people. Who wants a cheap Ferrari? Quite.

### Ghibli

Maserati builds a BMW 5 Series. It's available with a diesel engine. And, well, they think that's a good idea.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Ghibli	1322000	243	500	5.6	263	9.6	223	7/10
Diesel	1370000	202	600	6.3	250	5.9	158	6/10
S	1622000	301	550	5.0	285	10.4	242	7/10

**EURO NCAP: n/a L: 497cm W: 185cm H: 146cm**  
**Boot: 500 litres Fuel Tank: 70/80 litres**

### Quattroporte

Nooo - what have they done? The old one was soul personified. This looks a bit... meh, but drives better than the last one.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Diesel	1820000	202	600	6.4	250	6.2	163	7/10
S	2077000	301	550	5.1	285	7.1	179	8/10
GTS	2477000	390	710	4.7	307	10.8	274	8/10

**EURO NCAP: n/a L: 526cm W: 195cm H: 148cm**  
**Boot: 530 litres Fuel Tank: 80 litres**

### GranTurismo/GranCabrio

Muscular but pretty coupé that is more GT than sports car. Nothing wrong with that and the GTS has a little more bite if you need it.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
GranTurismo Sport	2258195	338	520	4.8	298	14.3	331	7/10
GranTurismo Sport Cambiocorsa	2358000	338	520	4.7	300	15.5	360	7/10
GranTurismo MC Stradale	2756000	338	520	4.5	303	14.4	337	8/10
GranCabrio Sport	2811000	338	520	5.0	285	14.5	337	7/10
GranCabrio MC	2956000	338	520	4.9	289	14.5	337	8/10

**EURO NCAP: n/a L: 488cm W: 192cm H: 135cm**  
**Boot: 173/260 litres Fuel Tank: 75/86/90 litres**

## MAZDA

### TopGear on Mazda:

The only Japanese manufacturer to win Le Mans no longer has a signature rotary car.

### Mazda2

The last 2 was a sleeper - it never set out to be sparky, yet somehow achieved it. Same again, just with a hint more polish.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Active	188000	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic	199900	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic auto	211300	82	145	n/a	184	5.7	134	6/10
1.5 Individual	214000	82	145	8.7	188	5.5	130	7/10
1.5 Individual auto	222800	82	145	n/a	184	5.7	134	6/10
1.5DE Hazumi	259900	77	220	10.1	179	4.4	115	7/10

**EURO NCAP: ••••• L: 389/426cm W: 170cm H: 148cm**  
**Boot: 250/787 litres Fuel Tank: 43 litres**





## Mazda3

The G's design language moves to the 3. So does the handling verve. Besides that we're less sure why you'd have one over a Golf.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 Original	232 900	77	144	n/a	n/a	6.2	147	6/70	
hatch 1.6 Active	242 900	77	144	n/a	n/a	6.2	147	6/70	
hatch 1.6 Dynamic	253 100	77	144	n/a	n/a	6.2	147	6/70	
hatch 1.6 Dynamic auto	263 600	77	144	n/a	n/a	6.9	164	6/70	
hatch 2.0 Individual	293 600	121	210	8.8	198	6.2	146	6/70	
hatch 2.0 Individual auto	304 100	121	210	10.3	198	5.9	140	6/70	
hatch 2.0 Astina	330 900	121	210	10.3	198	5.9	140	6/70	
sedan 1.6 Original	232 900	77	144	n/a	n/a	6.0	142	6/70	
sedan 1.6 Active	242 900	77	144	n/a	n/a	6.0	142	6/70	
sedan 1.6 Dynamic	253 100	77	144	n/a	n/a	6.0	142	6/70	
sedan 1.6 Dynamic auto	263 600	77	144	n/a	n/a	6.7	159	6/70	
sedan 2.0 Individual	293 600	121	210	8.9	195	6.1	145	6/70	
sedan 2.0 Individual auto	304 100	121	210	10.4	195	5.8	139	6/70	
sedan 2.0 Astina	330 900	121	210	10.4	195	5.8	139	6/70	

EURO NCAP: n/a L: 446/459cm W: 180cm H: 145cm  
Boot: 308/408 litres Fuel Tank: 51 litres

## BT-50

Ford Ranger's hideous looking mechanical sibling. A good bakkie you'll never grow to love.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.2 SLX	292 200	110	375	n/a	n/a	7.6	199	6/70	
FreeStyle Cab									
2.2 SLX	313 100	110	375	n/a	n/a	7.7	202	6/70	
3.2 SLE	350 400	147	470	n/a	n/a	9.3	245	6/70	
3.2 SLE auto	362 400	147	470	n/a	n/a	9.1	239	6/70	
3.2 4x4 SLE	402 400	147	470	n/a	n/a	9.8	258	6/70	
double cab									
2.2 SLE	370 400	110	375	n/a	n/a	7.7	202	6/70	
3.2 SLE	402 400	147	470	n/a	n/a	9.3	245	6/70	
3.2 SLE auto	412 400	147	470	n/a	n/a	9.1	239	6/70	
3.2 4x4 SLE	454 400	147	470	n/a	n/a	9.8	258	6/70	
3.2 4x4 SLE auto	466 400	147	470	n/a	n/a	9.7	255	6/70	

EURO NCAP: n/a L: 528/538cm W: 185cm H: 170/182cm  
Boot: n/a litres Fuel Tank: 80 litres

## Mazda5

MPV with sliding doors and practical interior. Latest re-design adds massive swoosh to the side. Which is nice.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.0 Original	268 900	106	180	10.8	194	8.2	194		6/70
2.0 Active auto	293 500	106	180	13.1	186	8.3	198		6/70
2.0 Individual	294 200	106	180	10.8	194	8.2	194		6/70
2.0 Individual auto	308 500	106	180	13.1	186	8.3	198		6/70

EURO NCAP: n/a L: 459cm W: 175cm H: 162cm  
Boot: 112/857 litres Fuel Tank: 60 litres

## CX-5

Good, solid modern SUV with much to recommend.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.0 Active	319500	121	210	9.3	197	6.4	149	6/70	
2.0 Active auto	329300	121	210	9.5	187	6.4	148	6/70	
2.0 Dynamic	329600	121	210	9.3	197	6.4	149	6/70	
2.2DE Active	378300	110	380	10.0	198	5.7	151	7/70	
2.5 Individual	408700	141	256	n/a	n/a	6.9	160	6/70	
2.2DE AWD Akera	465400	129	420	9.4	204	5.9	155	7/70	

EURO NCAP: n/a L: 456cm W: 184cm H: 167cm  
Boot: 403 litres Fuel Tank: 56 litres

## Mazda6

Handsome mid-sized saloon with some clever engine tech underneath. Drives well. Possibly a bit middle management.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.0 Active	342 000	114	200	n/a	n/a	6.1	142	6/70	
2.0 Active auto	358 000	114	200	n/a	n/a	6.0	138	6/70	
2.5 Dynamic	373 000	138	250	9.1	211	6.6	153	6/70	
2.5 Individual	389 500	138	250	9.1	211	6.6	153	6/70	
2.2DE Dynamic	404 000	129	420	8.4	216	5.3	139	7/70	

## 2.2DE Atenza

430 500 129 420 8.4 216 5.3 139 7/70

EURO NCAP: n/a L: 487cm W: 211cm H: 145cm  
Boot: 438 litres Fuel Tank: 62 litres

## McLaren

TopGear on McLaren:

Superior engineering exercise compared to Ferrari, if a tad soulless.



## 540C/570S

Entry level McLaren ownership starts here. Slightly oxymoronic. You'll hate yourself for being too poor to go 650.



## 540C

## 570S

POA	397	540	3.5	320	11.1	258	9/10
POA	419	600	3.2	328	11.1	258	9/10

EURO NCAP: n/a L: 453cm W: 190cm H: 120cm  
Boot: 150 litres Fuel Tank: 72 litres

## 650S/675LT

The Ronseal 650, 496kW and a longer tail, by 12mm. Trade descriptions might want to have a word.



## 650S coupé

## 650S Spider

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
POA	478	678	3.0	333	11.7	275	10/10	
POA	478	678	3.0	333	11.7	275	10/10	

EURO NCAP: n/a L: 451 / 455 cm W: 190cm H: 120cm  
Boot: 144 litres Fuel Tank: 72 litres

## MERCEDES-BENZ

TopGear on Mercedes-Benz:

Smaller ones a tad disappointing. Limousines peerless. AMGs charmingly unhinged. The original car company is in fine form.



## A-Class

Despite the bulbous drunkards nose this is a conventional hatch. Watch the spec or you'll muck it up.



## A200

## A200 auto

## A200CDI

## A200CDI auto

## A200d

## A250 Sport

## A250 Sport Motorsport Edition

## Mercedes-AMG A45 4Matic

390 226	115	250	8.1	224	5.7	134	8/10
407 406	115	250	7.8	224	5.4	126	8/10
419 200	100	300	9.3	210	4.5	116	7/10
437 200	100	300	8.8	210	4.1	108	7/10
460 100	130	350	7.5	224	4.2	109	7/10
493 860	160	350	6.3	240	6.2	143	8/10
527 860	160	350	6.3	240	6.2	143	7/10
688 217	280	475	4.2	250	7.3	171	7/10

●● L: 429cm W: 178cm H: 143cm

EURO NCAP: n/a L: 429cm W: 178cm H: 143cm

Boot: 341/1157 litres Fuel Tank: 50 litres

## B-Class

Clever, re-imagined MPV that should get female accountants in a tizzy.



## B200

## B200 auto

## B200CDI

## B200CDI auto

## B220CDI

## B250

399 436	115	250	8.6	220	5.8	134	6/100
416 923	115	250	8.4	220	5.5	129	7/100
414 300	100	300	9.9	210	4.5	117	6/100
432 300	100	300	9.8	210	4.2	111	7/100
459 200	125	350	8.3	224	4.3	111	6/100
479 170	155	350	6.8	240	6.3	147	7/100

Price: £436cm W: 178cm H: 156cm

EURO NCAP: n/a L: 436cm W: 179cm H: 156cm

Boot: 1545 litres Fuel Tank: 50 litres

## CLA

The slippery coupe saloon version of the new A-Class. A mini CLS then.



## CLA200

## CLA200 auto

## CLA220 CDI

## CLA250 Sport 4Matic

## CLA45 AMG 4Matic

Model	Price	0-100	100-0	0-100	200/0	5.7	131	5/70
408 429	115	250	8.6	230	5.5	130	5/70	
426 326	115	250	8.5	230	4.5	117	5/70	
465 600	125	350	8.2	230	6.6	154	6/70	
565 588	155	350	6.6	250	7.1	165	7/70	
741 617	265	450	4.6	250				

EURO NCAP: n/a L: 463cm W: 178cm H: 143cm

Boot: 470 litres Fuel Tank: 50 litres

## GLA

Mercedes-Benz busts out another gravel-bound niche, this time by placing its A-Class hatch on stilts.



## GLA200

## GLA200 auto

## GLA200CDI

## GLA200CDI auto

## GLA220 CDI 4Matic

## GLA250 4Matic

## GLA45 AMG 4Matic

	PRICE	LW	W	0-100	km/h	L/100km	CO2	RAT
440 849	115	250	8.9	215	5.9	139	6/70	
458 747	115	250	8.8	215	5.9	138	6/70	
465 000	100	300	10.0	205	4.5	119	6/70	
483 000	100	300	9.9	205	4.5	119	6/70	
538 631	125	350	8.3	215	5.1	132	6/70	
614 288	155	350	7.1	230	6.6	154	6/70	
790 843	265	450	4.8	250	7.5	175	7/70	

EURO NCAP: n/a L: 442cm W: 180cm H: 149cm  
Boot: n/a litres Fuel Tank: 50/56 litres

## C-Class sedan/estate

What we know about the new C: it has a nice cabin, it has to beat the BMW 3 Series. That's not an enviable task. C63 quite epic.



## C180

## C180 auto

## C200

## C200 auto

## C220d

## C220d auto

## C250

## C250d

## C300

## C180 estate

## C180 estate auto

## C200 estate

## C200 estate auto



## GLC

Take one Merc C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola – the GLC.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
GLC220d	602260	125	400	8.3	210	5.5	143	7/10
GLC250d	622260	150	500	7.6	222	5.5	143	8/10
GLC250	609820	155	350	7.3	222	7.1	166	7/10
GLC300	660748	175	370	n/a	n/a	7.6	177	8/10

**EURO NCAP: n/a L: 494/496/500cm W: 188cm H: 142cm**  
**Boot: 520 (590-1150 Shooting Brake) litres Fuel Tank: 80 litres**

## V-Class

The artist formerly known as Viano has been doused with premiumness and given the correct badge at last. Hoteliers rejoice.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
V200CDI	695981	100	330	14.0	183	6.5	171	6/10
V200CDI auto	719981	100	330	12.9	181	6.1	159	6/10
V220CDI	726875	120	380	11.9	194	6.1	159	7/10
V220CDI auto	750875	120	380	10.9	195	5.9	154	7/10
V250 BlueTec	782416	140	440	9.1	206	6.0	158	7/10
V220CDI Avantgarde	949175	120	380	10.9	195	5.9	154	7/10
V250 BlueTec Avantgarde	984196	140	440	9.1	206	6.0	158	7/10

**EURO NCAP: n/a L: 514cm W: 193cm H: 188cm**  
**Boot: 1030 litres Fuel Tank: 57 litres**

## SLK

Third-gen SLK moves the game on yet again. Gadgets galore, including a roof which changes opacity, plus a chassis that drives better.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
SLK200	648778	135	300	7.0	240	6.5	150	6/10
SLK200 auto	667888	135	300	6.9	237	6.6	154	6/10
SLK300	722462	180	370	5.8	250	6.2	144	6/10
SLK350	856022	225	370	5.6	250	7.2	167	7/10
SLK55 AMG	1193595	310	540	4.6	250	8.4	195	8/10

**EURO NCAP: n/a L: 413cm W: 181cm H: 130cm**  
**Boot: 225/335 litres Fuel Tank: 66 litres**

## E-Class sedan / estate

Ooh, fancy nose! Better than the A-Class's. Merc's big executive has got its mojo back. Self-confident, relaxed and refined.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
E200	635778	135	300	7.9	233	5.8	150	7/10
E250	673278	155	350	7.4	243	5.8	150	7/10
E250 estate	732484	155	350	7.8	233	6.3	156	7/10
E250CDI	681642	155	350	7.8	233	6.3	156	7/10
E300 BlueTec Hybrid	835000	150	590	7.5	242	4.2	119	7/10
E350 BlueTec	841096	185	620	6.6	250	6.0	157	7/10
E400	867489	245	480	5.3	250	7.9	185	7/10
E500	1095031	300	600	4.9	250	8.9	209	7/10
E63 AMG	1502986	410	720	4.2	250	9.8	230	7/10
E63 AMG S	1644591	430	800	4.1	250	9.9	232	7/10

**EURO NCAP: n/a L: 488/490cm W: 185/187cm H: 145/151cm**  
**Boot: 490/505/540 (695-1950 estate) litres Fuel Tank: 80 litres**

## E-Class coupé / cabriolet

	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
E250 coupé	663557	155	350	7.1	250	6.1	142	7/10
E250CDI coupé	684123	150	500	7.3	247	4.9	129	7/10
E250 cabriolet	749278	155	350	7.5	245	6.5	150	7/10
E400 coupé	885348	245	480	5.2	250	7.6	177	7/10
E400 cabriolet	980889	245	480	5.3	250	7.9	185	9/10
E500 coupé	1074431	300	600	4.8	250	8.9	209	7/10
E500 cabriolet	1141442	300	600	4.9	250	9.1	213	9/10

**EURO NCAP: n/a L: 470/475cm W: 179cm H: 140cm**  
**Boot: 450 (300-390 cabriolet) litres Fuel Tank: 66 litres**

## CLS

One of the most competent cars in Merc's range. It no longer defines cool like the first model did, but ride/engines/quality are all top drawer.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
CLS250CDI	807447	150	500	7.5	242	5.3	138	7/10
CLS350 BlueTec	948857	190	620	6.5	250	5.4	142	7/10
CLS400	947353	245	480	5.3	250	7.3	179	8/10
CLS500	1195305	300	600	4.8	250	8.5	199	7/10

## CLS63 AMG S

**EURO NCAP: n/a L: 494/496/500cm W: 188cm H: 142cm**  
**Boot: 520 (590-1150 Shooting Brake) litres Fuel Tank: 80 litres**

## GLE

GLE as it is now called does nothing to lift it above rivals, except look a bit strange. Which is hardly encouraging for buyers.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
GLE250d	866894	150	500	8.6	210	5.9	156	8/10
GLE350d	970553	190	620	7.1	225	6.6	179	7/10
GLE400	968747	245	480	6.1	247	9.2	215	7/10
GLE500	1181287	320	700	5.3	250	11.5	269	7/10
Mercedes-AMG GLE63	1726008	410	700	4.3	250	11.8	276	8/10
Mercedes-AMG GLE63 S	1855008	430	760	4.2	250	11.8	276	8/10

**EURO NCAP: n/a L: 480cm W: 193cm H: 180cm**  
**Boot: 690/2010 litres Fuel Tank: 70/78/93 litres**

## GLE coupé

Mercedes-Benz makes a BMW X6. Stupid. Pointless. They'll sell millions of the stuff.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
GLE350d coupé	1006774	190	620	7.0	226	7.2	187	6/10
GLE450 AMG coupé	1110057	270	520	5.7	248	9.4	219	6/10
Mercedes-AMG GLE63 S coupé	1876111	430	760	4.2	250	11.9	278	7/10

**EURO NCAP: n/a L: 490cm W: 200cm H: 170cm**  
**Boot: 650-1720 litres Fuel Tank: 93 litres**

## GL

The GL is basically the bigger, seven-seat version of the ML. As above, but longer.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
GL350 BlueTec	1163091	190	620	7.9	220	8.0	209	6/10
GL500	1324387	320	700	5.4	250	11.5	269	7/10
GL63 AMG	1991537	410	760	4.9	250	12.3	288	7/10

**EURO NCAP: n/a L: 512cm W: 193cm H: 185cm**  
**Boot: 2300 litres Fuel Tank: 100 litres**

## G-Class

Revamp of the iconic G-Wagen sees new engines and a tarted-up interior. Still quite a boxy-cool thing.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
G300CDI Professional	1053988	135	400	12.3	160	11.7	307	7/10
G350d	1435856	180	600	8.8	192	9.9	261	7/10
Mercedes-AMG G63	2176725	420	760	5.4	210	13.8	322	7/10
Mercedes-AMG G63 Edition 463	2301725	420	760	5.4	210	13.8	322	8/10

**EURO NCAP: n/a L: 466cm W: 176cm H: 193cm**  
**Boot: 480/2250 litres Fuel Tank: 96 litres**

## SL

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
SL400	1267253	245	480	5.2	250	7.7	179	6/10
SL500	1611944	320	700	4.6	250	9.2	214	6/10
SL63 AMG	2152789	430	900	4.2	250	9.9	231	7/10
SL65 AMG	2790990	463	1000	4.0	300	11.6	270	7/10

**EURO NCAP: n/a L: 462cm W: 188cm H: 132cm**  
**Boot: 504 litres Fuel Tank: 65/75 litres**

## S-Class

Meet the saloon that is single-handedly defending the luxury class from the SUV incursion. S is for sublime.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
S350 BlueTec	1324391	190	620	6.8	250	5.9	155	9/10
S350 BlueTec L	1361399	190	620	6.8	250	6.0	158	9/10
S400 Hybrid	1338901	245e	370e	6.8	250	6.8	159	8/10
S400 Hybrid L	1375801	245e	370e	6.8	250	6.8	159	8/10
S400 L	1371054	245	480	5.3	250	7.7	179	8/10
S500	1721742	335	700	4.8	250	9.1	213	8/10
S500 L	1760442	335	700	4.8	250	9.1	213	9/10
S63 AMG	2361204	430	900	4.4	250	10.1	237	9/10

S63 AMG L	2398804	430	900	4.4	250	10.1	237	9/10
S600 L	2271574	390	830	4.6	250	11.3	264	9/10
S65 AMG L	2972813	463	1000	4.3	250	11.9	279	9/10

**EURO NCAP: n/a L: 512/525cm W: 190cm H: 150cm**  
**Boot: 510/530 litres Fuel Tank: 70/80 litres**

## S-Class coupé

The S-Class Coupé is Mercedes-Benz's spiked gauntlet in a velvet glove. All the power. All the glory. Those sexy lines.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
S500 coupé	1921818	335	700	4.6	250	8.8	204	9/10
S63 AMG coupé	2511104	430	900	4.2	250	10.1	237	9/10
S65 AMG coupé	3087013	463	1000	4.1	250	11.9	279	9/10

**EURO NCAP: n/a L: 503cm W: 190cm H: 141cm**  
**Boot: 400 litres Fuel Tank: 80 litres**

## GT

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
Mercedes-AMG GT	1651850	340	600	4.0	304	9.3	216	9/10
Mercedes-AMG GT S	1991670	375	650	3.8	310	9.6	224	9/10
Mercedes-AMG GT S Edition 1	2202870	375	650	3.8	310	9.6	224	9/10

**EURO NCAP: n/a L: 455cm W: 194cm H: 129cm**  
**Boot: 350 litres Fuel Tank: 75 litres**

## Mercedes-Maybach S-Class

Resurrected. Cheap Maybachs. What is the point? S-Class shows far better taste, spoil yourself with some options.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
Mercedes-Maybach S500	2058926	335	700	5.0	250	8.9	207	7/10
Mercedes-Maybach S600	2565800	390	830	5.0	250	11.7	274	7/10

**EURO NCAP: n/a L: 545cm W: 190cm H: 150cm**  
**Boot: 500 litres Fuel Tank: 80 litres**

## MG

### TopGear on MG:

Once British. Now Chinese. Reversal of the opium wars. Make for very ironic Hong Kong democracy protest fleet vehicles.

## MG3

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
1.5	159 900	78	135	11.5	174	5.9	138	3/10
1.5 Wired	185 900	78	135	11.5	174	5.9	138	3/10
1.5 Style	199 900	78	135	11.5	174	5.9	138	3/10
1.5 Style R	210 000	88	135	n/a	174	5.9	138	3/10



## MINI

### TopGear on MINI:

BMW's British hatchback a delightful driver's car with appeal diluted by having spawned way too many derivatives for its own good.

### Hatch

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
One 3-door	259 800	75	180	9.9	195	4.9	113	6/10
One 5-door	269 800	75	180	10.1	192	5.0	117	6/10
Cooper 3-door	303 500	100	230	7.9	210	4.7	110	7/10
Cooper 3-door auto	320 400	100	230	7.9	210	4.9	115	7/10
Cooper 5-door	312 500	100	230	8.2	207	4.9	114	6/10
Cooper 5-door auto	329 400	100	230	8.1	207	5.0	116	6/10
Cooper S 3-door	371 847	141	300	6.8	235	5.9	138	7/10
Cooper S 3-door auto	387 618	141	300	6.7	233	5.5	127	7/10
Cooper S 5-door	383 052	141	300	6.9	232	6.0	140	6/10
Cooper S 5-door auto	398 823	141	300	6.8	232	5.5	129	6/10
John Cooper Works 3-dr	421 884	170	320	6.3	246	6.7	156	8/10
John Cooper Works 3-dr auto	441 436	170	320	6.1	246	5.8	134	8/10

EURO NCAP: n/a L: 382-385/398-400cm W: 173 H: 141/143cm Boot: 211/278 litres Fuel Tank: 40/44 litres

### Clubman

Biggest Mini on sale now has conventional front hinged rear doors. Essentially the cooler 2-Series Active Tourer.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
Cooper	343 000	100	230	9.1	205	5.1	118	7/10
Cooper auto	359 900	100	230	9.1	205	5.1	118	7/10
Cooper S	417 462	141	300	7.2	228	6.2	144	7/10
Cooper S auto	434 436	141	300	7.1	228	5.8	134	7/10

EURO NCAP: n/a L: 425cm W: 180cm H: 144cm Boot: 360/1250 litres Fuel Tank: 48 litres

### COUNTRYMAN

The MINI bulks up to become a sort of mild crossover with the option of ALL4 four-wheel drive. No one is sure why.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
Cooper	343 283	90	160	10.5	180	6.5	152	5/10
Cooper auto	352 740	90	160	11.6	182	7.6	177	5/10
Cooper S	404 488	140	260	7.7	214	7.5	175	5/10
Cooper S auto	423 543	140	260	7.8	212	7.5	175	5/10
John Cooper Works ALL4	501 272	160	300	7.0	225	8.0	186	5/10
John Cooper Works ALL4 auto	518 880	160	300	7.0	223	8.3	193	5/10

EURO NCAP: n/a L: 410/413cm W: 179cm H: 156cm Boot: 350-1170 litres Fuel Tank: 47 litres

### Paceman

Another car we didn't ask for, from a company with seemingly few ideas. What's the Paceman for, Mini?



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
Cooper S	404 488	140	260	7.4	218	6.6	154	5/10
Cooper S auto	423 543	140	260	7.7	214	7.5	175	5/10
John Cooper Works ALL4	501 272	160	300	6.9	226	8.0	186	5/10
John Cooper Works ALL4 auto	518 880	160	300	6.9	224	8.3	193	5/10

EURO NCAP: n/a L: 410/413cm W: 179cm H: 156cm Boot: 330-1080 litres Fuel Tank: 47 litres

## MITSUBISHI

### TopGear on Mitsubishi:

Once dominant Dakar racing and WRC brand trading on past glories. Pajero Sport's a rather convincing Fortuner rival, though.

### Mirage

Mitsubishi have made a Mirage. Really though, you deserve better than this.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.2 GL	134 900	57	100	11.7	180	4.9	115	4/10
1.2 GLX	144 900	57	100	11.7	180	4.9	115	4/10

1.2 GLS 154 900 57 100 11.7 180 4.9 115 4/10

EURO NCAP: n/a L: 371cm W: 166cm H: 150cm Boot: n/a litres Fuel Tank: 35 litres

### ASX

A small crossover that covers a lot of bases. Looks good and drives well, but a bit vanilla.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
2.0 GL	299 900	110	197	9.6	194	7.5	175	6/10
2.0 GLX	334 900	110	197	9.6	194	7.5	175	6/10
2.0 GLS	347 900	110	197	9.6	194	7.5	175	6/10
2.0 GLS auto	359 900	110	197	11.5	190	7.6	178	6/10

EURO NCAP: n/a L: 430cm W: 177cm H: 163cm Boot: 1193 litres Fuel Tank: 63 litres

### Triton

Neither the prettiest, nor best in class.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
2.5Di-D double cab 4x4	429 900	131	400	n/a	n/a	8.6	225	7/10
2.5Di-D double cab 4x4 Xtreme	449 900	131	400	n/a	n/a	8.6	225	7/10

EURO NCAP: n/a L: 517cm W: 175cm H: 178cm Boot: n/a litres Fuel Tank: 75 litres

### Outlander

It's back, and it's better than ever. It couldn't have been much worse really.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
2.4 GLS Exceed	439 900	123	222	n/a	n/a	8.2	192	6/10

EURO NCAP: n/a L: 466cm W: 180cm H: 168cm Boot: 477-1608 litres Fuel Tank: 60 litres

### Pajero Sport

Reasonably well-specced bakkie-based bruiser. Best Fortuner rival.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
2.5Di-D auto	464 900	131	350	12.0	176	8.5	225	6/10
2.5Di-D 4x4	499 900	131	400	11.0	179	7.8	206	6/10
2.5Di-D 4x4 auto	514 900	131	350	12.0	176	8.5	225	7/10

EURO NCAP: n/a L: 470cm W: 182cm H: 184cm Boot: 1790 litres Fuel Tank: 70 litres

### Pajero

Venerable old school 4x4 with the appearance of a very dynamic block of flats.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
3-door 3.2Di-D GLS	579 900	140	441	12.0	180	10.1	245	n/d
5-door 3.2Di-D GLS	649 900	140	441	12.3	175	10.1	245	n/d
5-door 3.2Di-D GLS Exceed	669 900	140	441	12.3	175	10.1	245	n/d

EURO NCAP: n/a L: 439/490cm W: 188cm H: 187cm Boot: 1790 litres Fuel Tank: 88 litres

### Lancer

Evo X was a supercar killer, when it was launched way back in 2007. No WRC heritage anymore. No point either.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
Evolution X	699 900	217	366	4.7	250	10.8	256	7/10

EURO NCAP: n/a L: 451cm W: 181cm H: 148cm Boot: 400 litres Fuel Tank: 55 litres

## NISSAN

### TopGear on Nissan:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

### Micra

If you distil blandness into supermini form you get the latest generation Micra. It does great three-point turns. Yawn.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.2 Visia+	150 500	56	104	13.2	166	5.2	124	4/10

1.5 Tekna 182 000 73 134 11.0 180 6.3 150 4/10

EURO NCAP: n/a L: 378cm W: 167cm H: 152cm Boot: 265/511 litres Fuel Tank: 41 litres

### NP200

Tough Pretoria-built bakkie with class-leading space.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.6i	143 200	64	128	n/a	n/a	8.1	192	6/10
1.6i pack	161 000	64	128	n/a	n/a	8.1	192	6/10
1.6i Stealth	174 600	64	128	n/a	n/a	8.1	192	6/10
1.6 16v SE	174 100	77	148	n/a	n/a	8.0	189	7/10
1.6 16v SE	204 900	77	148	n/a	n/a	8.0	189	7/10
1.5dCi pack	203 900	63	200	n/a	n/a	5.3	140	6/10
1.5dCi SE	228 000	63	200	n/a	n/a	5.3	140	6/10

EURO NCAP: n/a L: 450cm W: 174cm H: 155cm Boot: n/a litres Fuel Tank: 50 litres

### Almera

Nissan's Tiida replacement has arrived. Big on space, non-existent on style or fun.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.5 Acenta	186 000	73	134	n/a	183	6.3	149	5/10
1.5 Acenta auto	197 900	73	134	n/a	183	7.2	171	5/10

EURO NCAP: n/a L: 443cm W: 170cm H: 151cm Boot: 490 litres Fuel Tank: 41 litres

### Sentra

It's a Corolla rival, and a goodish one at that. One engine option means it's somewhat limited.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.6 Acenta	238 100	85	154	n/a	180	6.6	156	5/10
1.6 Acenta auto	261 500	85	154	n/a	180	6.2	149	6/10

EURO NCAP: n/a L: 461cm W: 176cm H: 150cm Boot: 510 litres Fuel Tank: 52 litres

### NV200

Delivery van and shuttle from Nissan. Nice if you have a guesthouse or kitchen outfitting business.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
Combi 1.6i Visia	286 100	81	153	n/a	180	7.3	169	5/10
Combi 1.5dCi Visia	313 000	66	200	n/a	n/a	5.1	134	5/10

EURO NCAP: n/a L: 440cm W: 170cm H: 186cm Boot: 3100 litres Fuel Tank: 55 litres

### NP300 Hardbody

Rugged die-hard workhorse that's getting a bit long in the tooth.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
2.0	166 900	84	169	n/a	n/a	10.0	237	5/10
2.5TDi	196 600	98	304	n/a	n/a	8.0	211	5/10
2.5TDi Hi-rider	267 800	98	304	n/a	n/a	8.0	211	6/10
2.4 4x4	271 800	105	205	n/a	n/a	11.1	261	6/10
2.5TDi 4x4 double cab	302 200	98	304	n/a	n/a	9.4	247	6/10
2.5TDi Hi-rider	341 500	98	304	n/a	n/a	8.8	233	7/10
2.4 Hi-rider	322 400	105	205	n/a	n/a	11.0	258	6/10
2.4 4x4	389 500	105	205	n/a	n/a	11.7	274	6/10

EURO NCAP: n/a L: 488/518cm W: 169cm H: 162/179cm Boot: n/a litres Fuel Tank: 75 litres

### Juke

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice if a little odd.



	PRICE	1/100	1/100	0-100	100/100	L/100km	CO2	RATING
1.2T Acenta	258700	85	180	10.8	178	5.6	129	7/10
1.2T Acenta+	282100	85	180	10.8	178	5.6	129	7/10
1.5dCi Acenta+	304400	81	280	11.2	175	4.2	109	5/10
1.6T Tekna	330800	140	240	7.8	215	6.0	159	7/10
1.6T Tekna Techno	360200	140	240	7.8	215	6.0	159	7/10
1.6T 4WD Tekna	370300	140	240	8.2	200	6.5	169	7/10



## Qashqai

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.2T Visia	287 500	85	190	10.9	185	6.2	144	6/10
1.2T Acenta	317 800	85	190	10.9	185	6.2	144	6/10
1.2T Acenta auto	334 200	85	185	12.9	179	6.2	144	6/10
1.5dCi Acenta	338 800	81	260	11.9	182	4.2	109	6/10
1.6T Acenta	364 800	120	240	9.1	200	6.2	144	7/10
1.6dCi Acenta auto	392 100	96	320	11.1	183	4.9	129	7/10
1.6dCi AWD Acenta	393 400	96	320	10.5	190	5.3	139	7/10

**EURO NCAP: n/a L: 438cm W: 181cm H: 159cm**  
Boot: 430/1585 litres Fuel Tank: 65 litres

## X-Trail

The X-Trail used to be a rufy-tufy thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
2.0XE	327 700	106	200	11.1	183	8.3	197	6/10
2.5 4x4 SE	364 200	126	233	10.5	190	8.3	197	7/10
1.6dCi XE	351 000	96	320	10.5	188	5.1	134	6/10
1.6dCi 4x4 SE	388 300	96	320	11.0	186	5.3	139	6/10
1.6dCi 4x4 LE	473 800	96	320	11.0	186	5.3	139	7/10

**EURO NCAP: n/a L: 464cm W: 182cm H: 171cm**  
Boot: 550-1405 litres Fuel Tank: 60 litres

## Navara

He-Man meets Hermes. Luxury bakkie with an insanely powerful V6 diesel. Perfect for towing your GT-R.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
KingCab								
2.5dCi XE	382 100	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE double cab	406 400	128	403	n/a	n/a	9.0	238	5/10
2.5dCi XE	378 700	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE	430 600	128	403	n/a	n/a	9.0	238	6/10
2.5dCi LE	448 300	128	403	n/a	n/a	8.3	217	6/10
2.5dCi 4x4 LE auto	514 100	140	450	n/a	n/a	9.0	238	6/10
3.0dCi V6 4x4 LE	658 500	170	550	9.3	195	9.3	246	6/10

**EURO NCAP: ••••• L: 523cm W: 185cm H: 177/191cm**  
Boot: n/a litres Fuel Tank: 80 litres

## Leaf

The first mass-produced fully electric car. Very impressive, but is SA infrastructure up for it?



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
Leaf	432 800	80e	254e	11.5	144	0.0	0	7/10

**EURO NCAP: n/a L: 445cm W: 177cm**  
H: 155cm Boot: 450 litres

## 370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? The 86 has highlighted some of this car's shortcomings.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
coupé	650 200	245	363	5.3	250	10.5	248	7/10
coupé auto	688 700	245	363	5.6	250	10.4	245	7/10

**EURO NCAP: n/a L: 425cm W: 185cm H: 132cm**  
Boot: 235 litres Fuel Tank: 72 litres

## Patrol

Build like a tank, drives like a tank, drinks like a tank.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
3.0Dti pick-up	511 300	110	371	n/a	n/a	10.9	289	6/10
3.0Di GL	805 000	118	380	18.8	180	10.8	287	7/10
4.8 GRX	698 000	190	425	9.9	190	17.7	424	7/10

**EURO NCAP: ••••• L: 503/518cm W: 184/194cm H: 186cm**  
Boot: 1 115 litres Fuel Tank: 135/175 litres

## GT-R

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Just drive one.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
Premium Edition	1490 000	397	628	2.9	315	11.8	278	9/10
Black Edition	1542 000	397	628	2.9	315	11.8	278	9/10

**EURO NCAP: n/a L: 467cm W: 190cm H: 137cm**  
Boot: 315 litres Fuel Tank: 73 litres

## OPEL

### TopGear on Opel:

Regarded (alongside Ford) as perennial alternatives to Volkswagen and Toyota offerings, with excitement levels somewhere in between.

## Adam

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame it's upbringing.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.4	191 800	74	130	11.5	185	5.3	125	6/10
1.0T Jam	212 000	85	170	9.9	196	5.1	119	6/10
1.0T Glam	235 300	85	170	9.9	196	5.1	119	6/10

**EURO NCAP: n/a L: 375cm W: 181cm H: 148cm**  
Boot: 170-484 litres Fuel Tank: 35 litres

## Corsa

Lovely little 1.0 litre turbo, very refined and vastly improved all around. Maybe it's time to get into an Opel after all?



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.0T Essentia	185 500	85	170	10.3	195	5.0	117	6/10
1.0T Enjoy	216 200	85	170	10.3	195	5.0	117	6/10
1.0T Cosmo	236 300	85	170	10.3	195	5.0	117	6/10
1.4 Enjoy auto	216 500	66	130	13.9	171	6.0	140	5/10
1.4 Turbo Sport	255 200	110	220	9.6	204	5.9	137	6/10

**EURO NCAP: n/a L: 402cm W: 175cm H: 148cm**  
Boot: 285-1120 litres Fuel Tank: 45 litres

## Mokka

Nice engine but not quite the Corsa crossover we hoped for. Noisy as a beehive over imperfect surfaces.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.4 Turbo Enjoy	288 500	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Enjoy auto	298 500	103	200	10.7	191	6.6	154	5/10
1.4 Turbo Cosmo	325 500	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Cosmo auto	335 500	103	200	10.7	191	6.6	154	5/10

**EURO NCAP: n/a L: 428cm W: 176cm H: 166cm**  
Boot: 356-785 litres Fuel Tank: 52 litres

## Astra

Keep it simple with a 1.4 Turbo petrol. Watch the costs, though: like the Focus, this is no longer a cheap car.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Essentia	264 200	85	155	11.9	188	6.6	154	5/10
sedan 1.4 Turbo Essentia	276 000	103	200	10.1	202	5.9	139	6/10
sedan 1.4 Turbo Enjoy	287 400	103	200	10.1	202	5.9	139	6/10
sedan 1.4 Turbo Enjoy auto	297 900	103	200	n/a	202	6.6	154	6/10
sedan 1.6 Turbo Cosmo	308 800	132	266	8.7	221	6.8	159	6/10
hatch 1.6 Essentia	264 200	85	155	11.7	188	5.9	139	5/10
hatch 1.4 Turbo Essentia	276 000	103	200	9.9	202	5.9	138	5/10
hatch 1.4 Turbo Enjoy	287 400	103	200	9.9	202	5.9	138	5/10
hatch 1.6 Turbo Sport	323 100	132	266	8.5	221	6.8	159	6/10
GTC 1.6 Turbo Sport	351 200	132	266	8.3	220	7.2	168	6/10
OPC	498 300	206	400	6.2	250	8.1	189	8/10

**EURO NCAP: ••••• L: 442/447/466cm W: 181/184cm**  
H: 148/150/151cm Boot: 370/380/460 litres Fuel Tank: 45 litres

## PEUGEOT

### TopGear on Peugeot:

Chassis-makers have rediscovered their mojo with 208 GTi and RCZ R, and the 308 is a sober revelation. Now do the Onyx, please.

## 107

Tiny city car that marks Peugeot's take on the Citroën C1 and Toyota Aygo. Not exactly fun-packed, but cheap and cute.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.0 Urban	144 000	50	93	13.5	160	4.3	99	5/10
1.0 Trendy	155 300	50	93	13.5	160	4.3	99	5/10

**EURO NCAP: ••••• L: 343cm W: 163cm H: 147cm**  
Boot: 139/751 litres Fuel Tank: 35 litres

## 208

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.0 FuN	158 900	50	95	14.0	163	4.4	102	6/10
1.2 Active	209 900	60	118	12.2	175	4.5	104	6/10
1.2T GT Line	269 900	81	205	9.6	190	4.5	103	6/10
1.2T GT Line auto	289 900	81	205	9.8	195	4.5	104	6/10
3-door GTi	TBA	153	300	6.5	230	5.4	125	7/10

**EURO NCAP: ••••• L: 396cm W: 172cm H: 146cm**  
Boot: 285 litres Fuel Tank: 50 litres

## 2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.6 Active	254 900	88	160	9.5	196	5.9	135	5/10
1.6 Allure	282 900	88	160	9.5	196	5.9	135	5/10

**EURO NCAP: n/a L: 416cm W: 174cm H: 156cm**  
Boot: 360 litres Fuel Tank: 50 litres

## 308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch that is good to drive. Gobs smacked.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.2T Active	279 900	81	205	11.1	188	4.6	105	7/10
1.2T GT Line	329 900	96	230	9.6	207	4.8	110	7/10
1.6T GT	374 900	151	285	7.5	235	5.6	130	7/10

**EURO NCAP: n/a L: 425cm W: 180cm H: 146cm**  
Boot: 420-1228 litres Fuel Tank: 53 litres

## 3008

Yet another odd crossover, this time based on the 308 chassis. Aimed at families.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.6 Access	294 900	88	160	13.3	n/a	6.7	155	5/10
1.6T Active	344 900	115	240	8.9	202	6.9	159	5/10
2.0Hdi Allure	422 900	120	340	10.2	190	6.1	159	6/10

**EURO NCAP: ••••• L: 437cm W: 184cm H: 164cm**  
Boot: 432-1604 litres Fuel Tank: 60 litres

## 508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Facelifted.



	PRICE	kW	0-100	0-100	km/h	L/100km	CO2	RATING
1.6T Active	387 900	115	240	8.6	222	6.4	149	6/10
1.6T Allure	408 900	115	240	9.2	220	7.1	164	7/10

**EURO NCAP: ••••• L: 479cm W: 185cm H: 155cm**  
Boot: 497 litres Fuel Tank: 72 litres





## RCZ

Peugeot's stunning coupe marks a renaissance. Good-looking and fun to drive, tolerable value. Now go buy an Audi TT.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6T	539 900	147	275	7.5	240	6.7	155	7/10
1.6T auto	542 900	115	240	8.4	213	7.3	168	7/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm  
Boot: 309 litres Fuel Tank: 55 litres

## PORSCHE

### TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed "911-fighter"...

## Boxster

The best sports-roadster on sale, bar none. Don't go anywhere else if you can afford it. The S betters Jaguar's F-type...



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Boxster	780 000	195	280	5.7	262	7.9	183	8/10
Boxster Black Edition	895 000	195	280	5.7	262	7.9	183	8/10
S	824 000	232	360	5.0	277	8.2	190	9/10
GTS	948 000	243	370	4.9	279	8.2	190	9/10
Spyder	1010 000	276	420	4.5	290	9.9	230	9/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm  
Boot: 309 litres Fuel Tank: 64 / 54 litres

## Cayman

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Cayman	783 000	202	290	5.6	264	7.9	183	8/10
S	880 000	239	370	4.9	281	8.2	190	8/10
GTS	1026 000	250	380	4.8	283	8.2	190	9/10
GT4	1136 000	283	420	4.4	295	10.3	238	9/10

EURO NCAP: n/a L: 438cm W: 180cm H: 129cm  
Boot: 425 litres Fuel Tank: 64 / 54 litres

## Macan

Porsche's Range Rover Evoque is a tidy looking that has image by the bucket-load. Thus, soon to be seen everywhere...



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
S diesel	884 000	160	580	6.3	230	6.1	159	8/10
S	904 000	250	460	5.4	254	8.7	204	8/10
turbo	1275 000	294	550	4.8	266	8.9	208	8/10

EURO NCAP: n/a L: 468/470cm W: 192cm H: 162cm  
Boot: 500-1500 litres Fuel Tank: 60 / 65 / 75 litres

## Cayenne

Sporting SUV that's extremely capable and now slightly better to look at and no longer has a ride that does bad things to your spine.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Cayenne	852 000	220	400	7.7	230	9.2	215	7/10
diesel	933 000	180	550	7.3	221	6.6	173	8/10
S	998 000	309	550	5.5	259	9.5	223	7/10
S e-hybrid	1147 000	308e	590e	5.9	243	3.4	79	7/10
S diesel	1165 000	283	850	5.4	252	8.0	209	7/10
GTS	1176 000	324	600	5.2	282	9.8	228	8/10
turbo	1779 000	382	750	4.5	279	11.2	261	8/10
turbo S	2255 000	419	800	4.1	284	11.5	267	8/10

EURO NCAP: n/a L: 484cm W: 194cm H: 171cm  
Boot: 670/1780 litres Fuel Tank: 80 / 100 litres

## Panamera

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with apart from the rather outrageous GTS model.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Panamera	1011 000	228	400	6.3	259	8.4	196	7/10
Panamera Edition	1055 000	228	400	6.3	259	8.4	196	7/10
diesel	1038 000	221	650	6.0	259	6.4	169	7/10
diesel Edition	1079 000	221	650	6.0	259	6.4	169	7/10

	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
4	1051 000	228	400	6.1	257	8.7	203	7/10
4 Edition	1084 000	228	400	6.1	257	8.7	203	7/10
S	1319 000	309	520	5.1	287	8.7	204	8/10
S e-hybrid	1322 000	308e	590e	5.5	270	3.1	71	7/10
4S	1356 000	309	520	4.8	286	8.9	208	7/10
GTS	1526 000	324	520	4.4	288	10.7	249	7/10
turbo	2180 000	382	770	4.1	303	10.2	239	8/10
turbo S	2591 000	419	800	3.8	310	10.2	239	8/10

EURO NCAP: n/a L: 497cm W: 193cm H: 142cm  
Boot: 445/1263 litres Fuel Tank: 80 / 100 litres

## 911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Carrera coupé	784	272	450	4.4	293	7.4	169	9/10
Carrera cabriolet	784	272	450	4.8	290	7.5	172	9/10
Carrera S coupé	784	309	500	4.1	308	7.7	174	9/10
Carrera S cabriolet	784	309	500	4.3	304	7.8	178	9/10
GT3	2295 000	350	440	3.5	315	12.4	289	9/10
GT3 RS	2771 000	368	460	3.3	310	12.7	296	9/10
turbo coupé	2439 000	383	660	3.2	315	9.7	227	9/10
turbo cabriolet	2565 000	383	660	3.3	315	9.9	231	9/10
turbo S coupé	2890 000	412	750	3.1	318	9.7	227	9/10
turbo S cabriolet	3072 000	412	750	3.2	318	9.9	231	9/10

EURO NCAP: n/a L: 449cm W: 181cm H: 130cm  
Boot: 135 litres Fuel Tank: 64 / 68 litres

## RENAULT

### TopGear on Renault:

Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Mégane isn't the end of an era.

## Sandero

Far prettier than before, still spacious, indestructible and sold at a cheap price.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	129 900	66	135	11.1	175	5.2	119	7/10
66kW turbo Dynamique	162 900	66	135	11.1	175	5.2	119	7/10
Stepway 66kW turbo	174 900	66	135	11.1	168	5.4	124	7/10

EURO NCAP: n/a L: 402cm W: 175cm H: 153/156cm  
Boot: 165/959 litres Fuel Tank: 50 litres

## Clio

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 55kW one.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
55kW Authentique	172 900	55	107	15.4	167	5.5	127	6/10
66kW turbo Expression	189 900	70	150	12.2	182	4.5	104	7/10
66kW turbo Dynamique	219 900	70	150	12.2	182	4.5	104	7/10
66kW turbo GT-Line	229 900	70	150	12.2	182	4.5	105	7/10
RS 200 Lux	308 900	147	240	6.7	230	6.3	144	8/10
RS 200 Cup	339 900	147	240	6.7	230	6.3	144	8/10

EURO NCAP: n/a L: 406cm W: 173cm H: 149cm  
Boot: 300/1146 litres Fuel Tank: 45 litres

## Duster

Simple, tenacious, high riding cross-over hatch. Gets James May fizzing properly.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	215 900	77	148	11.5	165	7.6	181	7/10
1.6 Dynamique	233 900	77	148	11.5	165	7.6	181	7/10
1.5dCi Dynamique	254 900	80	240	12.2	169	4.8	127	7/10
1.5dCi Dynamique 4WD	269 900	80	240	12.8	168	5.2	135	7/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm  
Boot: 475 litres Fuel Tank: 50 litres

## Captur

Renault's take on Juke that's, perhaps unsurprisingly, more style than substance. Get a Clio instead.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	219 900	66	135	12.9	171	4.9	115	6/10

66kW turbo Dynamique	238 900	66	135	12.9	171	4.9	115	6/10
88kW turbo Dynamique auto	279 900	88	180	10.9	192	5.4	125	6/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm  
Boot: 475 litres Fuel Tank: 50 litres

## Fluence

Spacious and well-specced, but have you seen any of these on the road? We haven't.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	244 900	82	151	11.5	185	6.8	155	6/10
2.0 Dynamique	289 900	103	195	9.9	200	7.9	182	6/10
2.0 Dynamique auto	299 900	103	195	10.1	195	7.7	178	6/10

EURO NCAP: n/a L: 470cm W: 181cm H: 145cm  
Boot: 450/1375 litres Fuel Tank: 66 litres

## Mégane

It's lost the fat arse, which is A Good Thing. Build quality is much improved, pace and driving are above average, too.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hatch 81kW Dynamique	259 900	81	151	10.5	180	6.9	159	7/10
hatch 97kW turbo GT Line	289 900	97	225	9.7	200	5.4	124	6/10
hatch 162kW turbo GT	339 900	162	340	7.6	240	7.3	169	8/10
coupé 81kW Dynamique	259 900	81	151	10.5	180	6.9	159	7/10
coupé 97kW turbo GT Line	289 900	97	225	9.7	200	5.4	124	6/10
coupé 162kW turbo GT	339 900	162	340	7.6	240	7.3	169	8/10
RS Lux 265	389 900	195	380	6.0	255	8.2	190	7/10
RS Trophy 275	449 900	201	380	6.0	255	7.5	174	8/10

EURO NCAP: n/a L: 430/449cm W: 181cm H: 145cm  
Boot: 372/1162 litres Fuel Tank: 60 litres

## Koleos

Facelift features more spec and a new face, but this one looks just like a SsangYong Korando. And that's not good.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.5 Dynamique	339 900	126	226	9.0	193	9.6	230	6/10
2.5 4x4 Dynamique	369 900	126	226	9.3	190	9.9	237	6/10
2.5 4x4 Dynamique auto	369 900	126	226	9.3	193	9.6	228	6/10

EURO NCAP: n/a L: 452cm W: 187cm H: 170cm  
Boot: 450-1380 litres Fuel Tank: 65 litres

## ROLLS-ROYCE

### TopGear on Rolls-Royce:

Wheeled pleasure-yachts that've seen off the challenge of Maybach, and offer more charm than Bentley.

## Ghost

A cut-price Rolls? Not really. Luxury still here by the decanter-load. And don't think it's 'small' - parking will still be a skilled process.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Ghost	POA	420	780	4.9	250	14.0	327	8/10
Extended Wheelbase	POA	420	780	5.0	250	14.1	329	8/10

EURO NCAP: n/a L: 540/557cm W: 195cm H: 155cm  
Boot: 490 litres Fuel Tank: 83 litres

## Wraith

If the Grand Tourer still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Wraith	POA	465	800	4.6	250	14.0	327	9/10



### Phantom

Luxury Brit land-yacht which manages to drive as well as it soothes. Opulence doesn't come much better than this.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Phantom	PDA	338	720	5.9	240	14.8	3/10
Extended Wheelbase	PDA	338	720	6.1	240	14.9	3/10
Coupé	PDA	338	720	5.8	250	14.8	3/10
Droptail Coupé	PDA	338	720	5.8	240	14.8	3/10

**EURO NCAP:** n/a L: 584/609cm W: 199cm H: 164cm  
**Boot:** 460 litres Fuel Tank: 100 litres

### SMART

**TopGear on Smart:**  
 Best-yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

### fortwo

Tiny city car that you can park horizontally to the kerb. About as dynamic to drive as a pair of worn-out slippers.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.0 coupé mhd pure	214,000	52	92	13.7	145	4.3	5/10
1.0 coupé mhd pulse	232,000	52	92	13.7	145	4.3	5/10
1.0t cabrio passion	249,000	62	120	10.7	145	4.9	5/10

**EURO NCAP:** ●●●●● L: 270cm W: 156cm H: 154cm  
**Boot:** 220/340 litres Fuel Tank: 33 litres

### SSANGYONG

**TopGear on SsangYong:**  
 Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

### Korando

Korando offers OK off-road performance, and little else. Has a mountain to climb if it wants to compete against the other Koreans SUVs.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0	324,995	110	197	n/a	163	7.5	3/10

**EURO NCAP:** n/a L: 441cm W: 183cm H: 168cm  
**Boot:** 486 litres Fuel Tank: 57 litres

### Actyon Sports

Gets the vote along with the Fiat Multipla for being one of the ugliest vehicles ever made.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.3 4x4 high	289,995	110	214	n/a	161	12.4	2/10
2.0D high	309,995	114	360	n/a	163	7.4	2/10
2.0D 4x4 Deluxe	359,995	114	360	n/a	163	7.5	2/10

**EURO NCAP:** n/a L: 499cm W: 191cm H: 179cm  
**Boot:** n/a litres Fuel Tank: 75 litres

### Rexton W

It looks better. But the Rexton's always been exceptionally aesthetically challenged, so it's not saying much, now...

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
RX270XDi	394,995	121	340	n/a	177	8.6	3/10
RX270XDi Deluxe	449,995	121	340	n/a	170	9.0	3/10

**EURO NCAP:** n/a L: 476cm W: 190cm H: 184cm  
**Boot:** 1524 litres Fuel Tank: 80 litres

### SUBARU

**TopGear on Subaru:**  
 Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

### XV

Can't afford a design team?

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0i	319,900	110	196	10.5	187	8.0	5/10
2.0i auto	331,300	110	196	10.7	187	7.9	5/10
2.0i-S auto	369,900	110	196	10.7	187	7.9	5/10

**EURO NCAP:** n/a L: 445cm W: 178cm H: 162cm  
**Boot:** 310 litres Fuel Tank: 60 litres

### Forester

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 177kW XT Turbo is so ignorable.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0 X	349,000	110	198	10.6	190	7.2	6/10
2.5 X	385,300	126	235	9.9	196	8.1	5/10
2.5 XS	419,200	126	235	9.9	196	8.1	5/10
2.5 XS Premium	462,500	126	235	9.9	196	8.1	5/10
2.0 XT	539,300	177	350	7.5	210	8.5	6/10

**EURO NCAP:** ●●●●● L: 460cm W: 180cm H: 174cm  
**Boot:** 505-1564/488-1557 litres Fuel Tank: 60 litres

### BRZ

An almost entirely excellent coupe from Subaru. Small, sharp and not at all like an Impreza. In a good way.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0	399,000	154	205	7.6	226	7.8	6/10
2.0 auto	409,000	154	205	8.2	210	7.1	6/10

**EURO NCAP:** n/a L: 424cm W: 178cm H: 130cm  
**Boot:** 243 litres Fuel Tank: 50 litres

### Outback

More of the unfashionable same from Subaru, but that's what the owners love. New one is handily sized, very capable.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.5i-S Premium	479,000	129	235	10.2	n/a	7.3	5/10
2.0D Premium	529,000	110	350	9.9	n/a	6.3	6/10
3.6 R-S Premium	529,000	191	350	7.6	n/a	9.9	2/10

**EURO NCAP:** n/a L: 482cm W: 184cm H: 168cm  
**Boot:** 512-1801 litres Fuel Tank: 60 litres

### Legacy

Heroically pointless. Naturally aspirated 3.6-litre flat-six has novelty appeal for those too poor to afford any of the 911s.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3.6 R-S Premium	529,000	191	350	7.2	n/a	9.9	2/10

**EURO NCAP:** n/a L: 480cm W: 184cm H: 150cm  
**Boot:** 506 litres Fuel Tank: 60 litres

### WRX

Now that the Evo is dead, the WRX grows up and becomes a lot easier to live with. Boy racers everywhere throw a tantrum

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
WRX Premium	479,400	197	350	6.0	240	9.2	6/10
WRX Premium auto	495,000	197	350	6.3	240	8.6	6/10
WRX STI Premium	629,000	221	407	5.2	255	10.4	6/10

**EURO NCAP:** n/a L: 460cm W: 180cm H: 148cm  
**Boot:** 460 litres Fuel Tank: 60 litres

### SUZUKI

**TopGear on Suzuki:**  
 Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

### Celerio

Auto replacement has a bigger boot, 3Nm more and an auto option for those of weak left hip. Big in India.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.0 GA	111,900	50	90	14.0	155	4.7	5/10
1.0 GL	126,900	50	90	14.0	155	4.7	5/10
1.0 GL auto	138,400	50	90	14.0	155	4.6	5/10

**EURO NCAP:** n/a L: 360cm W: 160cm H: 156cm  
**Boot:** 235-1034 litres Fuel Tank: 35 litres

### Splash

The Suzuki Splash is a lot better than the old Wagon R+, but it's still an unnecessarily boxy answer to the small-car question.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.2 GA	129,400	63	113	12.3	160	5.6	13/10
1.2 GL	139,400	63	113	12.3	160	5.6	13/10
1.2 GL auto	154,900	63	113	n/a	160	6.4	15/10

**EURO NCAP:** n/a L: 378cm W: 168cm H: 162cm  
**Boot:** 236-462 litres Fuel Tank: 43 litres

### Swift

By not trying too hard, this no-nonsense supermini succeeds in being really rather good.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
DZire sedan 1.2 GA	135,400	63	113	12.8	160	5.2	12/10
DZire sedan 1.2 GL	148,400	63	113	12.6	160	5.2	12/10
DZire sedan 1.2 GL auto	163,900	63	113	n/a	160	5.9	13/10
hatch 1.2 GA	134,400	63	113	12.6	160	5.3	12/10
hatch 1.2 GL	148,400	63	113	12.6	160	5.3	12/10
hatch 1.2 GL auto	162,400	63	113	n/a	160	5.8	13/10
hatch 1.4 GLS	199,900	70	130	10.9	170	5.5	13/10
hatch 1.4 GLS auto	214,900	70	130	12.3	165	6.2	14/10
hatch 1.6 Sport	239,200	100	160	8.7	195	6.5	15/10

**EURO NCAP:** ●●●● L: 385cm W: 170cm H: 151cm  
**Boot:** 213/562 litres Fuel Tank: 45 litres

### Ciaz

It's a bit bigger than a Swift sedan, but then that's not saying much. And then there's the silly name. Move along.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4 GL	182,500	70	130	n/a	n/a	5.4	12/10
1.4 GLX	202,500	70	130	n/a	n/a	5.4	12/10
1.4 GLX auto	217,500	70	130	n/a	n/a	5.5	13/10

**EURO NCAP:** n/a L: 449cm W: 173cm H: 148cm  
**Boot:** 495 litres Fuel Tank: 43 litres

### Ertiga

Think of it as Suzuki's rival to the Toyota Avanza and you've got it. But do you want it?

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4 GA	163,900	70	130	n/a	n/a	6.6	15/10
1.4 GL	183,900	70	130	n/a	n/a	6.6	15/10
1.4 GL auto	198,900	70	130	n/a	n/a	6.6	15/10
1.4 GLX	196,400	70	130	n/a	n/a	6.6	15/10
1.4 GLX auto	211,400	70	130	n/a	n/a	6.6	15/10

**EURO NCAP:** n/a L: 367cm W: 165cm H: 171cm  
**Boot:** 113/286 litres Fuel Tank: 40 litres

### Jimmy

They still make this? Mini 'jeep' is a throwback to the '90s. Rather capable, mind you.

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.3	228,400	63	110	14.1	140	7.2	17/10
1.3 auto	243,400	63	110	17.2	135	7.6	18/10

**EURO NCAP:** n/a L: 367cm W: 165cm H: 171cm  
**Boot:** 113/286 litres Fuel Tank: 40 litres





## SX4

All new take on Suzuki's tenacious tyke. Pricy now.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.6 GL	268 900	86	156	11.0	179	5.8	137	5/10
1.6 GLX	298 900	86	156	11.0	179	5.8	137	6/10
1.6 GLX auto	321 900	86	156	12.4	169	5.8	137	6/10
1.6 GLX AllGrip	322 900	86	156	12.0	174	6.2	146	6/10
1.6 GLX AllGrip auto	344 900	86	156	13.5	164	6.2	146	6/10

EURO NCAP: n/a L: 430cm W: 177cm H: 159cm  
Boot: 430-1269 litres Fuel Tank: 47 litres

## Kizashi

Can a pretty car with an impressive name convince buyers to pay this much for a humble Suzuki?



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
2.4 SDLX	339 900	131	230	7.8	215	7.9	186	6/10
2.4 SDLX auto	356 900	131	230	8.8	205	7.9	187	5/10

EURO NCAP: \*\*\*\*\* L: 465cm W: 181cm H: 148cm  
Boot: n/a litres Fuel Tank: 63 litres

## Grand Vitara

Looks like an off-roader but doesn't go like one, or feel as well-built as it should. Would rarely top your shopping list. Low range helps, though.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
2.4 Dune	331 900	122	225	11.7	180	8.9	212	3/10
2.4 Dune auto	346 900	122	225	12.0	170	9.9	234	4/10
2.4 Summit	401 900	122	225	11.7	180	8.9	212	5/10
2.4 Summit auto	417 900	122	225	12.0	170	9.9	234	4/10

EURO NCAP: \*\*\*\*\* L: 450cm W: 170cm H: 170cm  
Boot: 398/758 litres Fuel Tank: 66 litres

## TATA

TopGear on Tata:

Conceived in a country where the traffic is designed to kill you, for people who have only recently upgraded from scooters.

## Indica

Nothing quite says "I'm poor" like driving an Indica. Cheap and light-years from cheerful.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.4 LGi	113 995	55	110	12.8	155	7.4	169	2/10
1.4 LGi Sport	117 995	55	110	12.8	155	7.4	169	2/10

EURO NCAP: n/a L: 368cm W: 167cm H: 149cm  
Boot: 610 litres Fuel Tank: 37 litres

## Vista

Oh, what's this? Max my Indica? At this price you can do a LOT better.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.4 Ini Bounce	129 995	55	114	14.0	150	6.7	159	3/10
1.4 Aura	142 995	55	114	14.0	150	6.7	159	3/10
1.4 Ignis	150 495	66	116	13.5	155	6.7	157	3/10

EURO NCAP: n/a L: 380cm W: 170cm H: 155cm  
Boot: n/a litres Fuel Tank: 44 litres

## Manza

Four-door transport from the sub-continent. Says it all, really. No free cricket paraphernalia included.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.4 Ini	144 995	66	116	13.5	155	6.4	151	3/10
1.4 Ignis	162 995	66	116	13.5	155	6.4	151	3/10

EURO NCAP: n/a L: 441cm W: 170cm H: 155cm  
Boot: 460 litres Fuel Tank: 44 litres

## Xenon

A bit more flash than a Mahindra Scorpio Pick-Up and might just get you laid in Mumbai.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
3.0L Fleetline	162 495	85	300	n/a	143	10.0	264	4/10

3.0L DLE double cab	199 995	85	300	n/a	143	10.0	264	4/10
XT 2.2L	204 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L 4x4	264 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab	259 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab 4x4	294 995	110	320	n/a	160	n/a	n/a	4/10

EURO NCAP: n/a L: 480/513cm W: 186cm H: 177cm  
Boot: n/a litres Fuel Tank: 65 litres

## TOYOTA

TopGear on Toyota:

Maker of many boring things. And the 86. Which is so good, it almost makes up for the rest of the range.

## Elios

Think of it as an Indian-built, reincarnated Tazz, with a willing, unsophisticated and unbreakable engine. Horrid design.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 Xi	139 900	66	132	11.3	165	6.0	140	3/10
hatch 1.5 Xs	149 400	66	132	11.3	165	6.0	140	3/10
sedan 1.5 Xi	146 800	66	132	11.3	165	5.9	136	3/10
sedan 1.5 Xs	156 100	66	132	11.3	165	5.9	138	3/10
Cross 1.5 Xs	171 400	66	132	11.3	165	6.0	138	4/10

EURO NCAP: n/a L: 378/427cm W: 170cm H: 151cm  
Boot: 251/595 litres Fuel Tank: 45 litres

## Yaris

A key car for Toyota in Europe, the engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.0	173 400	51	95	15.3	155	5.0	117	6/10
1.3	200 400	73	125	11.7	175	5.8	131	6/10
1.3 auto	211 800	73	125	12.6	175	5.5	127	6/10
Hybrid	282 500	74e	111e	11.8	165	3.6	82	6/10

EURO NCAP: n/a L: 389cm W: 170cm H: 151cm  
Boot: 347/768 litres Fuel Tank: 42 litres

## Avanza

Seven-seat cardboard box on wheels. Like an East German weightlifter - not pretty, but effective.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.3 S	188 500	67	117	n/a	n/a	7.2	172	3/10
1.3 SX	203 800	67	117	n/a	n/a	7.2	172	3/10
1.5 SX	211 800	76	136	n/a	n/a	7.7	183	3/10
1.5 SX auto	228 500	76	136	n/a	n/a	7.6	182	3/10
1.5 TX	243 200	76	136	n/a	n/a	7.7	183	3/10

EURO NCAP: n/a L: 414cm W: 166cm H: 170cm  
Boot: n/a litres Fuel Tank: 45 litres

## Corolla Quest

Here is last year's Corolla for B Segment money. Smart.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.6	185 700	90	154	10.5	195	6.6	157	4/10
1.6 auto	199 900	90	154	11.1	185	6.3	150	4/10
1.6 Plus	198 900	90	154	10.5	195	6.6	157	4/10

EURO NCAP: n/a L: 455cm W: 176cm H: 147cm  
Boot: 450 litres Fuel Tank: 55 litres

## Corolla

New Corolla is a return to form for Toyota. Finnish. Capable. Tis the return of the white-collar king.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.3 Esteem	231 700	73	128	12.6	180	6.0	139	5/10
1.3 Prestige	249 600	73	128	12.6	180	6.0	139	5/10
1.4D-4D Esteem	261 200	66	205	12.5	180	4.5	119	6/10
1.4D-4D Prestige	273 000	66	205	12.5	180	4.5	119	6/10
1.6 Esteem	243 400	90	154	10.5	195	6.6	157	5/10
1.6 Prestige	258 200	90	154	10.5	195	6.6	157	5/10
1.6 Prestige auto	270 900	90	154	11.1	185	6.3	150	5/10
1.6 Sprinter	268 800	90	154	10.5	195	6.6	157	5/10
1.8 Prestige	269 900	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive	292 300	103	173	n/a	n/a	7.0	165	6/10

1.8 Exclusive auto	304 000	103	173	10.2	195	6.4	152	6/10
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EURO NCAP: n/a L: 462cm W: 176cm H: 147cm  
Boot: 452 litres Fuel Tank: 55 litres

## Auris

Many still yearn for a spiritual successor to the RunX. New is Auris better than the previous one. Looks sharper but lacks identity.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
1.3 X	228 200	73	128	12.6	n/a	5.8	134	5/10
1.6 Xi	254 100	97	160	10.0	n/a	6.2	145	5/10
1.6 XS	265 000	97	160	10.0	n/a	6.2	145	5/10
1.6 XR	293 500	97	160	10.0	n/a	6.2	145	5/10
1.6 XR auto	307 700	97	160	11.0	n/a	6.1	143	5/10
Hybrid XR	367 500	100e	142e	10.9	n/a	3.9	91	6/10

EURO NCAP: n/a L: 428cm W: 176cm H: 146cm Boot: 360 litres Fuel Tank: 45 / 50 litres

## Innova

Next best choice after the SsangYong Stavic for large families and rural entrepreneurs.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
2.7 8-seater	304 800	118	241	n/a	n/a	11.2	265	4/10
2.7 7-seater	324 000	118	241	n/a	n/a	11.2	265	4/10

EURO NCAP: n/a L: 459cm W: 178cm H: 175cm  
Boot: n/a litres Fuel Tank: 65 litres

## 86

The best Toyota in donkeys (with a nod of thanks to Subaru). Light and lithe coupe proves that 147kW will suffice.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
2.0 standard	350 100	147	205	7.8	226	7.8	181	9/10
2.0 high	393 800	147	205	7.6	226	7.8	181	9/10
2.0 high auto	413 700	147	205	8.2	210	7.1	164	9/10

EURO NCAP: n/a L: 424cm W: 178cm H: 129cm  
Boot: 243 litres Fuel Tank: 50 litres

## Hilux

The champion of Africa. Ideal for driving taxis off the road, towing your speedboat, or helping the girl next door to move house.



	PRICE	VW	Ren	0-100	km/h	L/100km	CO2	RATING
2.0	216 900	100	182	n/a	170	n/a	n/a	7/10
2.0 S	223 600	100	182	n/a	170	n/a	n/a	7/10
2.5D-4D	246 900	75	200	n/a	150	n/a	n/a	7/10
2.5D-4D S	253 000	75	200	n/a	150	n/a	n/a	7/10
3.0D-4D SRX	302 100	75	260	n/a	150	n/a	n/a	7/10
2.5D-4D 4x4 SRX	361 900	75	260	n/a	150	n/a	n/a	7/10
2.7 Raider Legend 45	317 000	118	241	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Legend 45	364 400	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	423 600	120	343	n/a	170	n/a	n/a	7/10
Xtracab								
2.5D-4D SRX	315 500	75	260	n/a	150	n/a	n/a	7/10
3.0D-4D Raider Legend 45	395 000	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	454 500	120	343	n/a	170	n/a	n/a	7/10
double cab								
2.7 Raider Legend 45	399 100	118	241	n/a	170	10.8	257	7/10
2.5D-4D 4x4 SRX	421 300	75	260	n/a	150	8.7	229	7/10
2.5D-4D Raider Legend 45	434 900	106	343	n/a	150	8.0	211	7/10
3.0D-4D Raider Legend 45	462 900	120	343	n/a	170	8.6	228	7/10
3.0D-4D Raider Legend 45 auto	477 300	120	343	n/a	170	9.7	257	7/10



2.5 AWD VX 450 700 132 233 n/a n/a 8.5 198 7/10

**EURO NCAP:** n/a L: 434cm W: 182cm H: 169cm  
**Boot:** 586/1 469 litres **Fuel Tank:** 57 litres

## Fortuner

Built on the Chuck Norris-like Hilux platform, it's one of SA's favourites. Facelifted with extra bling, which sadly isn't optional.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.5D-4D	399 500	106	343	n/a	175	8.0	211	7/10
2.5D-4D auto	413 300	106	343	n/a	175	9.1	240	7/10
3.0D-4D	480 000	120	343	11.3	175	8.5	226	7/10
3.0D-4D auto	493 600	120	343	11.8	175	9.4	248	7/10
3.0D-4D Limited	480 000	120	343	11.3	175	8.5	226	7/10
3.0D-4D Limited auto	493 600	120	343	11.8	175	9.4	248	7/10
3.0D-4D 4x4	534 400	120	343	11.8	172	8.6	228	8/10
3.0D-4D 4x4 auto	548 000	120	343	12.3	170	9.8	259	7/10
3.0D-4D 4x4 Limited	534 400	120	343	11.8	172	8.6	228	8/10
3.0D-4D 4x4 Limited auto	548 000	120	343	12.3	170	9.8	259	7/10
4.0 V6	513 000	175	376	9.7	180	12.7	303	7/10
4.0 V6 4x4	567 200	175	376	9.7	180	13.0	309	7/10

**EURO NCAP:** n/a L: 471cm W: 184cm H: 185cm  
**Boot:** 586/1469 litres **Fuel Tank:** 80 litres

## Prius

The iconic hybrid is now more gadgety than ever. Clever, clean and economical, especially when it comes to emissions tax.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
HSD Exclusive	447 000	100	142 e	10.4	180	4.1	94	5/10

**EURO NCAP:** \*\*\*\*\* L: 448cm W: 175cm H: 151cm  
**Boot:** 445 litres **Fuel Tank:** 45 litres

## Land Cruiser 70 Series

It's a tank in every conceivable way, and that's why we love it. Truly capable and indestructible.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
79 4.0 V6	485 400	170	360	12.6	165	n/a	n/a	6/10
79 4.2D	516 300	96	285	18.0	140	n/a	n/a	7/10
79 4.5D-4D LX V8	590 800	151	430	n/a	160	11.6	306	8/10
79 4.0 V6 double cab	548 900	170	360	12.6	165	13.6	320	7/10
79 4.2D double cab	575 700	96	285	18.0	140	13.0	343	7/10
79 4.5D-4D LX V8 double cab	646 500	151	430	n/a	160	11.6	306	8/10
76 4.5D-4D LX V8 station wagon	661 100	151	430	n/a	160	11.6	306	8/10

**EURO NCAP:** n/a L: 476/499/501cm W: 177/187cm  
**H:** 194/211cm **Boot:** n/a litres **Fuel Tank:** 130/180 litres

## FJ Cruiser

Old school meets new world in a retro-modern remake. Pity about the zero-option engine and transmission.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
FJ Cruiser	526 800	200	380	7.6	175	11.4	267	6/10
FJ Sport Cruiser	552 900	200	380	7.6	175	11.4	267	6/10

**EURO NCAP:** n/a L: 467cm W: 191cm H: 183cm  
**Boot:** 990 litres **Fuel Tank:** 72 litres

## Land Cruiser Prado

Equally happy in the hands of both retired farmers and desperate housewives. An odd match if ever there was one.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
3.0DT TX	700 600	120	400	11.7	175	8.5	226	6/10
4.0 VX	797 900	202	381	10.9	180	11.5	266	6/10
3.0DT VX	800 200	120	400	11.7	175	8.5	226	6/10

**EURO NCAP:** n/a L: 493cm W: 189cm H: 188cm  
**Boot:** 974 litres **Fuel Tank:** 150 litres

## Land Cruiser 200

This is the South African farmer's S-Class.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
4.6 V8 VX	1 079 800	227	439	n/a	n/a	13.9	327	6/10
4.5D-4D VX	1 108 800	173	615	8.6	210	10.3	273	7/10

**EURO NCAP:** n/a L: 495cm W: 197cm H: 191cm  
**Boot:** 1276 litres **Fuel Tank:** 93 litres

# VOLKSWAGEN

## TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

## Up!

Finally a VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
take up! 1.0	137 600	55	95	13.2	171	4.6	106	8/10
move up! 1.0	144 700	55	95	13.2	171	4.6	106	8/10
club up! 1.0	153 200	55	95	13.2	171	4.6	106	7/10

**EURO NCAP:** \*\*\*\*\* L: 354cm W: 164cm  
**H:** 149cm **Boot:** 251/951 litres **Fuel Tank:** 35 litres

## Polo Vivo

VW's take on the sub-compact market. Brand equity beats value and spec. Consider carefully before signing.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hatch 1.4 Conceptline	145 700	55	132	12.9	171	6.2	147	5/10
hatch 1.4 Blueline	152 100	55	126	13.5	171	5.8	138	5/10
hatch 1.4 Trendline	160 900	63	132	12.2	177	6.2	147	5/10
hatch 1.4 Eclipse	169 900	63	132	12.2	177	6.2	147	4/10
hatch 1.4 Trendline auto	176 900	63	132	17.5	174	6.9	163	5/10
hatch 1.6 Comfortline	174 900	77	155	10.6	187	6.6	156	5/10
hatch 1.6 GT	180 800	77	155	10.6	187	6.6	157	4/10
Maxx 1.6	184 500	77	155	10.6	187	6.6	157	5/10
sedan 1.4 Conceptline	152 900	55	132	12.9	171	6.2	147	5/10
sedan 1.4 Blueline	158 900	55	126	13.5	171	5.8	138	5/10
sedan 1.4 Trendline	167 900	63	132	12.2	177	6.2	147	5/10
sedan 1.4 Eclipse	176 900	63	132	12.2	177	6.2	147	4/10
sedan 1.4 Trendline auto	183 300	63	132	17.5	174	6.9	163	5/10
sedan 1.6 Trendline	173 500	77	155	10.6	187	6.6	156	5/10
sedan 1.6 Comfortline	181 100	77	155	10.6	187	6.6	156	5/10

**EURO NCAP:** \*\*\*\*\* L: 392/412cm W: 165cm  
**H:** 147/150cm **Boot:** 635/737 litres **Fuel Tank:** 45 litres

## Polo

It's the Golf's mini-me – safe and solid, but lacking soul. But what do you want: party tricks, or something sensible to take to the shops?



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
sedan 1.4 Trendline	196 400	63	132	12.8	178	5.9	139	6/10
sedan 1.4 Comfortline	212 100	63	132	12.8	178	5.9	139	6/10
sedan 1.6 Trendline	219 700	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline	233 400	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline auto	248 400	77	155	12.3	187	6.5	154	6/10
sedan 1.6TDI Comfortline	260 700	77	250	10.7	187	4.6	120	6/10
hatch 1.2TSI Trendline	201 900	66	160	10.8	184	4.9	117	7/10
hatch 1.4TDI Trendline	223 500	55	210	12.9	173	4.1	108	7/10
hatch 1.2TSI Comfortline	225 800	66	160	10.8	184	4.9	117	7/10
hatch 1.0TSI BlueMotion	235 800	70	160	10.5	191	4.2	97	7/10
hatch 1.2TSI Highline	246 700	81	175	9.3	196	5.1	120	7/10
hatch 1.2TSI Highline auto	262 200	81	175	9.3	196	5.1	122	7/10
hatch 1.4TDI Highline	252 000	77	250	9.9	194	4.1	108	7/10
Cross Polo 1.2TSI	254 700	81	175	9.9	190	5.3	125	6/10
Cross Polo 1.4TDI	260 000	77	250	10.5	187	4.2	111	6/10
GTI	313 300	141	320	6.7	236	6.0	139	7/10
GTI auto	328 800	141	250	6.7	236	5.6	129	7/10

**EURO NCAP:** \*\*\*\*\* L: 397/438cm W: 168/170cm  
**H:** 146/149cm **Boot:** 454/952 litres **Fuel Tank:** 45/55 litres

## Caddy

Not the prettiest, but certainly practical. Needs all-wheel drive and a 188kW engine to maximise its potential. Really, Caddy R must happen.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Trendline	302 800	75	148	13.7	164	8.2	195	5/10
2.0TDI Trendline	322 100	81	250	12.4	170	5.7	149	5/10
Cross Caddy 2.0TDI	343 300	81	250	12.4	170	5.7	149	5/10
2.0TDI Maxi Trendline	340 200	81	250	12.8	170	5.8	152	5/10
2.0TDI Maxi Trendline auto	368 200	103	320	10.9	186	6.3	166	5/10

**EURO NCAP:** n/a L: 441/488cm W: 179cm H: 183cm  
**Boot:** 3030/3880 litres **Fuel Tank:** 60 litres

## Jetta

Apologies, we're struggling to stay awake with this one. The Jetta is VW's Golf-based saloon, and is so boring it makes PWC's AGM look interesting.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	262 500	77	175	10.7	194	5.1	117	5/10
1.4TSI Trendline	280 200	92	200	9.6	206	5.4	125	5/10
1.4TSI Comfortline	295 900	92	200	9.6	206	5.4	125	5/10
1.4TSI Comfortline auto	311 900	92	200	9.6	206	5.2	119	5/10
1.4TSI Highline auto	335 600	110	250	8.6	220	5.2	119	5/10
1.6TDI Comfortline	312 000	77	250	11.7	190	4.5	119	5/10
1.6TDI Comfortline auto	328 000	77	250	11.7	190	4.7	123	5/10
2.0TDI Highline auto	366 300	103	320	9.5	208	5.3	138	5/10

**EURO NCAP:** n/a L: 464cm W: 177cm H: 148cm  
**Boot:** 510 litres **Fuel Tank:** 55 litres

## Beetle

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driving appeal.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.2TSI Design	283 300	77	175	10.9	180	5.3	123	5/10
1.2TSI Club	294 800	77	175	10.9	180	5.3	123	5/10
1.4TSI Sport	347 500	110	250	8.7	203	5.6	129	5/10
1.4TSI Sport auto	363 500	110	250	8.7	203	5.3	122	5/10

**EURO NCAP:** n/a L: 428cm W: 181cm H: 149cm  
**Boot:** 310/905 litres **Fuel Tank:** 55 litres

## Golf

The best, done better than ever. You need no other hatchback. So don't waste your time looking, spend it haggling with the salesman instead.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RAT
1.2TSI Trendline	273 000	81	175	9.9	195	4.9	114	8/10
1.4TSI Trendline	289 800	92	200	9.1	204	5.2	120	8/10
1.4TSI Comfortline	308 000	92	200	9.1	204	5.2	120	8/10
1.4TSI Comfortline auto	324 000	92	200	9.1	204	5.0	119	8/10
1.4TSI Highline	336 300	110	250	8.2	216	5.2	120	8/10
2.0TDI Comfortline	329 800	81	250	10.5	190	4.6	120	8/10
2.0TDI Highline	380 300	110	320	8.6	212	4.5	119	8/10
cabriolet 1.4TSI Comfortline	347 400	92	200	9.9	197	5.5	127	6/10
cabriolet 1.4TSI Cmrline auto	363 400	92	200	9.9	197	5.4	124	6/10
cabriolet 1.4TSI Highline auto	411 800	110	250	8.8	208	5.3	123	7/10
GTI	416 000	162	350	6.5	246	6.0	139	8/10
GTI auto	429 800	162	350	6.5	244	6.4	148	8/10
GTI Performance auto	452 000	169	350	6.4	248	6.4	149	8/10
GTI cabriolet	461 100	162	350	6.9	236	6.5	152	7/10
R	514 000	206	380	5.0	250	7.1	165	8/10
R auto	530 000	206	380	5.2	250	6.9	159	8/10

## Transporter

Not exactly a delivery truck, not exactly a bakkie. What exactly is it?



	PRICE	kW	km	0-100	km/h	L/100km	CO2	RATING
2.0TDI 75kW	288100	75	250	15.2	141	7.6	198	5/10
2.0TDI 103kW	329400	103	340	12.4	156	7.8	198	5/10
2.0TDI 103kW auto	346900	103	340	12.3	155	8.2	217	5/10
2.0TDI double cab	317500	75	250	15.3	144	7.6	198	5/10
2.0BITDI double cab	315500	132	400	10.7	173	7.8	206	6/10
2.0BITDI double cab 4Motion	412400	132	400	10.7	173	8.4	222	6/10

EURO NCAP: ••••• L: 489/529/548cm W: 190/199cm H: 196/199cm Boot: n/a litres Fuel Tank: 80 litres

## Amarok

Great looking, the best interior in the business and good to drive. Frugal too.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.0TDI	274700	103	340	13.2	162	7.6	199	6/10	
2.0TDI 4Motion	328700	103	340	13.4	160	7.7	203	6/10	
2.0TDI Trendline	352900	103	340	13.2	162	7.6	199	6/10	
2.0TDI Trendline 4Motion	402900	103	340	13.4	160	7.7	203	6/10	
2.0BITDI Trendline 4Motion double cab	430100	132	400	10.3	183	8.0	211	6/10	
2.0TDI Trendline	424300	103	340	13.5	163	7.6	199	6/10	
2.0TDI Trendline 4Motion	475300	103	340	13.7	161	7.7	203	6/10	
2.0BITDI Highline	454700	132	400	10.3	184	7.9	208	7/10	
2.0BITDI Highline auto	472200	132	420	10.6	180	8.2	216	7/10	
2.0BITDI Highline 4Motion	505700	132	400	10.6	183	8.0	211	7/10	
2.0BITDI Highline 4Motion auto	523200	132	420	10.9	179	8.3	219	7/10	

EURO NCAP: n/a L: 518/525cm W: 194cm H: 183cm Boot: n/a litres Fuel Tank: 80 litres

## Scirocco

Still great looking, but now resting on a platform two generations behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0TSI Highline	369900	132	280	7.4	227	6.1	142	7/10
2.0 GTS	439900	162	350	6.5	244	6.4	148	7/10
R	494200	188	350	5.8	250	8.0	187	8/10

EURO NCAP: ••••• L: 426cm W: 181cm H: 140cm Boot: 312/1006 litres Fuel Tank: 55 litres

## CC

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



	PRICE	kw	lit	0-100	km/h	L/100km	CO2	RATING
1.8TSI	418400	118	250	8.5	222	7.1	165	6/10
2.0TDI	462000	130	380	8.4	220	5.2	137	6/10
2.0TSI	463700	155	280	7.3	240	7.8	182	7/10
3.6 V6 4Motion	544400	220	350	5.5	250	9.3	215	6/10

EURO NCAP: n/a L: 477cm W: 182cm H: 147cm Boot: 565 litres Fuel Tank: 70 litres

## Qian

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
1.4TSI 90kW Trend&Fun	334900	90	200	10.9	184	6.5	152	6/10	
1.4TSI 118kW Trend&Fun	371200	118	240	8.3	197	6.7	156	6/10	
1.4TSI 118kW Trend&Fun auto	387200	118	240	8.3	193	7.1	164	6/10	
2.0TDI Trend&Fun	382500	81	280	11.9	174	5.3	139	6/10	
2.0TDI 4Motion Trend&Fun	428700	103	320	10.7	182	6.5	172	6/10	
2.0TDI 4Motion Track&Field	454000	103	320	10.7	182	6.5	172	6/10	
2.0TDI 4Motion Sport&Style	468100	103	320	10.7	182	6.5	172	6/10	
2.0TSI 4Motion Sport&Style	490400	155	280	8.5	207	8.8	205	5/10	

EURO NCAP: ••••• L: 443cm W: 181cm H: 170cm Boot: 470/1510 litres Fuel Tank: 60 litres

## Kombi / Caravelle / California Beach

No longer the popular people carrier of yore, it's become expensive, but at least with luxury to match.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
Kombi									
2.0TDI SWB Trendline	465500	75	250	17.9	157	7.2	190	5/10	
2.0TDI LWB Trendline	473500	75	250	17.9	157	7.2	190	5/10	
2.0TDI SWB Trendline auto	493000	103	340	14.7	172	8.0	211	6/10	
2.0TDI SWB Comfortline	539400	103	340	14.2	173	7.5	198	5/10	
2.0TDI SWB Comfortline auto	558900	103	340	14.7	172	8.0	211	6/10	
2.0TDI LWB Comfortline	547400	103	340	14.2	173	7.5	198	5/10	
2.0TDI LWB Comfortline auto	564900	103	340	14.7	172	8.0	211	6/10	
Caravelle									
2.0BITDI	689900	132	400	11.4	191	7.8	206	5/10	
2.0BITDI auto	707800	132	400	11.3	191	8.1	214	5/10	
2.0BITDI 4Motion auto	740300	132	400	12.1	188	8.8	233	5/10	
California Beach									
2.0BITDI 4Motion	714400	132	400	11.4	191	8.4	221	6/10	
2.0BITDI 4Motion auto	732900	132	400	12.1	188	8.8	233	6/10	

EURO NCAP: ••••• L: 443/489cm W: 190cm H: 170/197cm Boot: 121/1913/5800 litres Fuel Tank: 80 litres

## Touareg

If a large SUV can ever be inoffensive, this is it. Shares much with a Porsche Cayenne, except the price. And image.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
V6 Elegance	723300	206	360	7.8	228	10.9	259	6/10	
V6 TDI Luxury	808400	180	550	7.8	218	7.2	189	6/10	
V6 TDI Escape	834400	180	550	7.8	218	7.3	193	7/10	
V8 TDI Executive	1010400	250	800	5.8	242	9.1	239	7/10	

EURO NCAP: n/a L: 480cm W: 194cm H: 173cm Boot: 493/1555 litres Fuel Tank: 100 litres

## VOLVO

### TopGear on Volvo:

Far removed from Volvos of old, and far more than just boxes on wheels. Even though they are boxy.



## V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually want one of these.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Kinetic	322900	112	250	8.3	210	5.5	127	7/10	
T3 Momentum auto	371800	112	250	8.3	210	5.5	129	7/10	
D2 Kinetic	328500	88	280	10.5	190	3.6	94	8/10	
T4 Momentum	375100	140	300	6.9	210	5.5	127	8/10	
T4 Momentum auto	394000	140	300	6.9	210	5.5	128	8/10	
D3 Momentum	404500	110	320	8.4	210	4.0	104	7/10	
D4 Momentum	419800	140	400	7.2	230	4.2	109	8/10	
T5 Momentum	431800	180	350	6.3	240	5.9	137	8/10	

EURO NCAP: ••••• L: 437cm W: 178cm H: 142cm Boot: 335/1032 litres Fuel Tank: 52/60/62 litres

## V40 Cross Country

The Scandinavian hatch gets the rubber and stils treatment. We approve.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T4 Momentum	386700	140	300	7.1	210	5.5	128	6/10	
T4 Momentum auto	405600	140	300	7.1	210	5.8	129	6/10	
D3 Momentum	423400	110	320	8.5	210	4.0	105	7/10	
D4 Momentum	439100	140	400	7.5	210	4.3	112	7/10	
T5 AWD Momentum	474800	180	350	6.1	210	6.4	149	7/10	

EURO NCAP: N/A L: 437cm W: 178cm H: 146cm Boot: 335/1032 Fuel Tank: 57/60/62 litres

## S60

At last, a BMW 3 Series rival that's actually a 3 Series size. Good engines, nice interior, but no 3 Series to drive.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Kinetic	370800	112	250	8.6	210	5.8	131	5/10	
T3 Momentum auto	404300	112	250	8.6	210	5.8	135	6/10	
T4 Momentum	437900	140	300	7.2	230	5.8	134	6/10	
D4 Momentum	463800	140	400	7.6	230	4.3	113	6/10	
T5 Momentum	496500	180	350	6.3	230	6.2	145	6/10	
D5 Inscription	537300	165	470	6.4	230	4.5	119	6/10	
T6 Inscription	561800	225	400	5.9	230	6.4	149	6/10	

EURO NCAP: ••••• L: 463cm W: 186cm H: 148cm Boot: 380 litres Fuel Tank: 68 litres

## V60

Estate version of the S60, only Volvo insists its not actually an estate, but a 'sportswagon'. It's an estate, Volvo.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Momentum	421600	112	250	8.7	205	5.9	138		6/10
T4 Momentum	450600	140	300	7.3	225	5.8	136		7/10
D4 Momentum	473600	140	400	7.7	225	4.4	116		7/10
T5 Momentum	509400	180	350	6.4	230	6.4	149		6/10
D5 Inscription	550400	165	470	6.5	230	4.8	125		6/10
T6 Inscription	573800	225	400	6.0	230	6.7	157		7/10

EURO NCAP: ••••• L: 463cm W: 186cm H: 148cm Boot: 430-692 litres Fuel Tank: 68 litres

## V60 Cross Country

Confusingly good compromise between V60 and XC60. More gravel road capable than the former. Cheaper than the latter.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
D4 AWD Momentum	499 900	140	420	8.9	205	5.7	149	7/10	
T5 AWD Momentum	539 500	187	380	7.1	210	8.5	198	6/10	

EURO NCAP: ••••• L: 463cm W: 186cm H: 155cm Boot: 430-692 litres Fuel Tank: 68 litres

## XC70

Close your eyes and think of a Volvo. And here it is, the 21st century incarnation of the classic estate.



	PRICE	LW	Nm	0-100	km/h	L/100km	CO2	RATING
D5 AWD Inscription	505000	162	440	8.2	210	5.8	153	n/d

EURO NCAP: n/a L: 484cm W: 186cm H: 160cm Boot: 575-1600 litres Fuel Tank: 70 litres

## XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T5 Momentum	561200	180	350	7.2	210	6.7	157	6/10	
D4 Momentum	565800	140	400	8.1	210	4.7	124	6/10	
D5 AWD Momentum	627500	162	440	8.2	210	5.7	149	7/10	
T6 Momentum	634900	225	400	6.9	210	7.0	163	7/10	

EURO NCAP: ••••• L: 463cm W: 189cm H: 171cm Boot: 495/1455 litres Fuel Tank: 70 litres

## XC90

It's everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



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